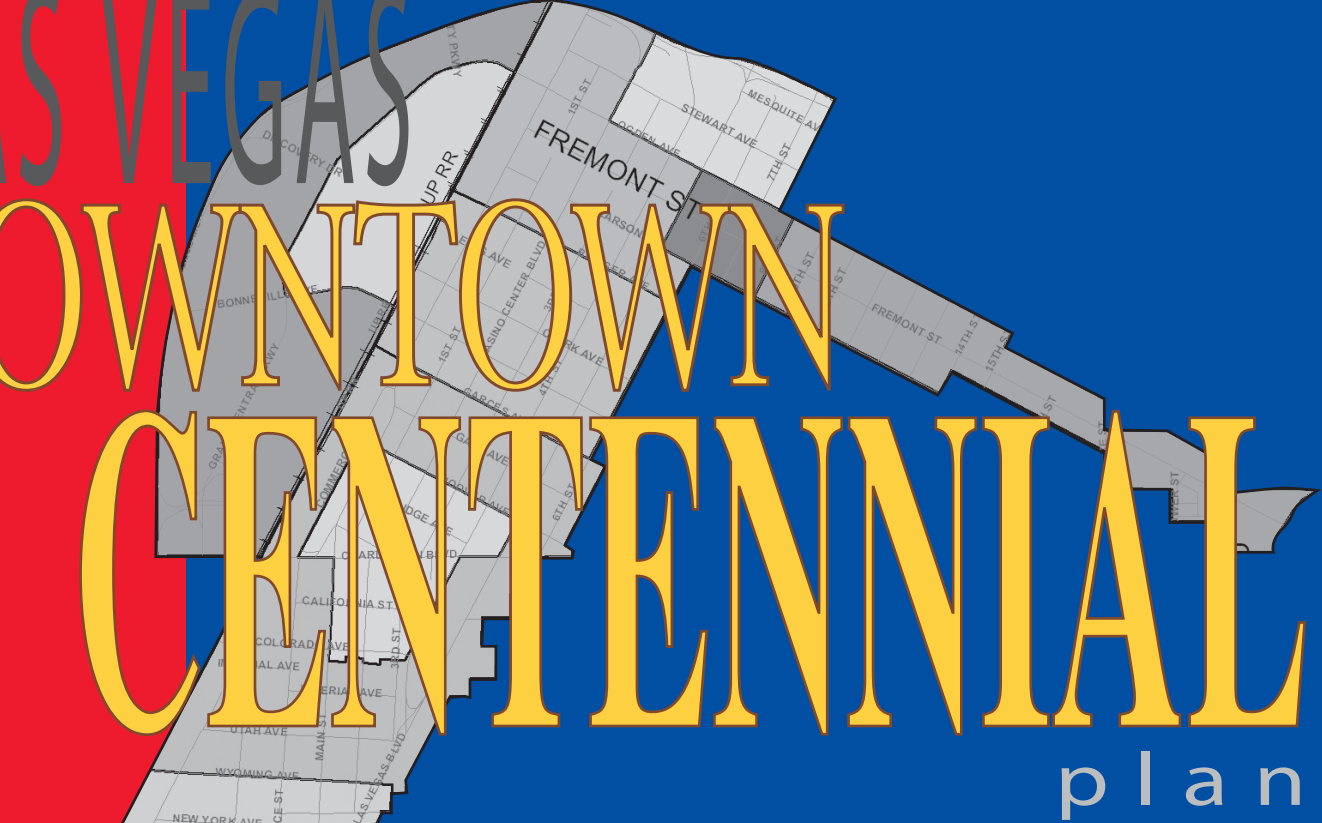


ESTABLISHING
FUNDAMENTAL
PLANNING,
DEVELOPMENT, LAND
USE CONCEPTS,
AND URBAN DESIGN
STANDARDS TO
GUIDE REDEVELOPMENT
THROUGH THE
CENTENNIAL AND
BEYOND

LAS VEGAS DOWNTOWN CENTENNIAL plan



LAS VEGAS **DOWNTOWN CENTENNIAL** **plan**

The City of Las Vegas Downtown Centennial Plan was recommended by the Las Vegas Planning Commission on December 1, 2005.

The Las Vegas City Council adopted Ordinance #5874 the amended Las Vegas Downtown Centennial Plan document, on January 3, 2007.



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History of Original Document:

The City of Las Vegas Downtown Centennial Plan was
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December 4, 2002 by Ordinance #5550
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November 5, 2003 by General Plan Amendment #GPA-3130
October 21, 2004 by General Plan Amendment #GPA-5015
January 3, 2007 by Ordinance #5874
October 17, 2007 by Ordinance #5941
February 4, 2009 by Ordinance #6026
March 18, 2009 by Ordinance #6033

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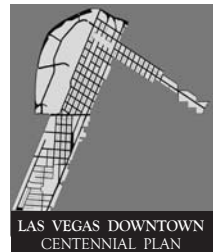
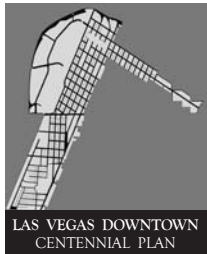


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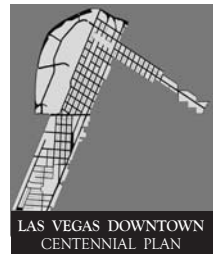


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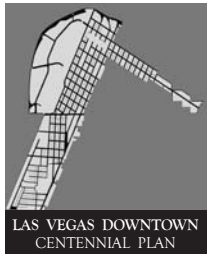


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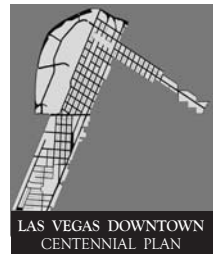


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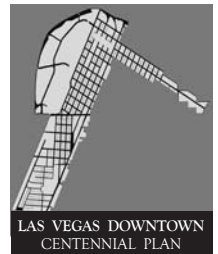


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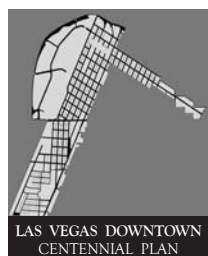
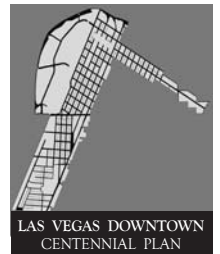
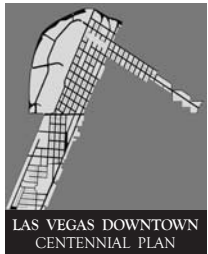


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I. VISION OF DOWNTOWN LAS VEGAS

On May 15, 2005, Las Vegas celebrated the 100th anniversary of its founding (Photo 1). The Las Vegas Downtown Centennial Plan (hereinafter “the Plan”) establishes fundamental planning, development, and land use concepts, and especially urban design standards to guide the redevelopment of the original core of the burgeoning Las Vegas Valley beyond its centennial. This plan is a component of the City’s 2020 Master Plan, and therefore, shares a 20-year horizon for full implementation.

Several major projects are currently in development that will begin to change the face, and the public’s impressions, of downtown. These projects will greatly improve the tax base for the City, which will in turn enhance future redevelopment opportunities. Jobs will be created: construction, professional and service employment. This critical mass of thousands of new workers will foster additional housing development from apartments to lofts to high-rise condominiums. With the increase in population downtown, new cafes, restaurants, and supporting commercial uses will emerge. This growing synergy of uses will create a dynamic, rich, urban environment that will

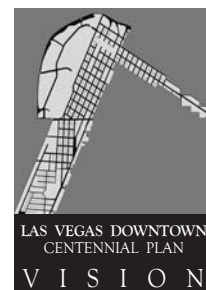


PHOTO 1: CENTENNIAL CELEBRATION

Mayor Oscar Goodman (lower right) and other prominent Las Vegas citizens re-enacting the Las Vegas townsite land auction.



promote additional redevelopment and more intense land uses downtown. In addition, the tourism industry continues to grow downtown as evidenced by the increase in visitors. According to the Las Vegas Convention and Visitors Authority, an average of 49,651 people visited downtown on a daily basis in 2003 and this number increased to 58,388 in 2004. This continuing trend will create a complex and intriguing pedestrian-oriented 24-hour lifestyle.

The Plan sets forth a long-term strategy to re-establish Downtown Las Vegas as the region's premier artistic, cultural, civic, financial and urban residential center of the valley (Photo 2). Downtown is becoming a destination that tourists, residents, and business people seek out for its employment and residential opportunities, ease of access, and unique cultural opportunities. It will have a high quality of office space, restaurants catering to both daytime and evening patrons, parks, plazas, streets lined with trees and arcades, hotels, the historic casinos, artist galleries, theaters, shopping, museums, and perhaps most importantly, new residential communities and neighborhoods. It remains the home to Las Vegas City Hall, the Clark County Government Center, regional courts, federal and civic uses, as well as the new Chelsea Premium Outlet Mall (Photo 3). The resurgence of activity has generated economic vitality and helps make Downtown Las Vegas a safe, pleasant place to live, work and play.

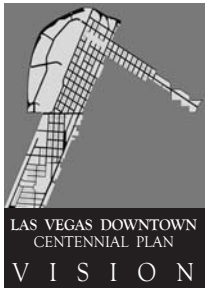


PHOTO 2: AERIAL OF DOWNTOWN LAS VEGAS



PHOTO 3: CHELSEA PREMIUM OUTLET MALL



A. DOWNTOWN RENAISSANCE

Downtown Las Vegas has seen its first renaissance as a true urban center for the entire Las Vegas Valley during the past ten years. The opening of the Fremont Street Experience in 1995 (Photo 4) marked the beginning of a series of new development projects and a succession of rapid, positive changes. The new Molasky Building (Photo 5) was dedicated in 2007, anchoring the initial redevelopment of the Union Pacific rail yards and setting a high architectural and sustainability standard for new development to follow. The Lloyd George Federal Courthouse (Photo 6), dedicated in 2000, continued the government led trend of exceptional new architecture. In 2003, The Chelsea Premium Outlet Mall opened and the first major downtown residential project, Bridger Apartments, was completed. In the summer of 2005 the first of eight phases of the World Market Furniture Project (Photo 7) opened in yet another land-

PHOTO 4: FREMONT STREET EXPERIENCE

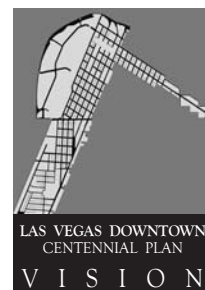


PHOTO 5: MOLASKY BUILDING



PHOTO 6: FEDERAL BUILDING / U.S. COURTHOUSE



mark building, Soho and Newport Lofts, the first of several downtown high-rise condominium projects, were completed.

The City of Las Vegas has invested some 83 million dollars on downtown public infrastructure projects between 1995 and 2005. The Fourth Street Corridor (Photo 8), lined with palm trees and wide sidewalks, has been completely rebuilt from Las Vegas Boulevard to Interstate 515. The Welcome to Fabulous Downtown Las Vegas sign (Photo 9) that is surrounded by a canopy of 222 palm trees marks a visitors' arrival to downtown from The Strip. Lewis Avenue has been transformed into a tranquil urban pathway (Photo 10) and Las Vegas Boulevard has been beautified with a landscaped median from one end of downtown to the other, providing visitors with seamless visual continuity from The Strip to City Hall. This stretch of roadway has also been designated a State of Nevada Scenic Byway. The City continues to plan for the future and will support private development with additional right-of-way and streetscape improvements. A downtown urban pathways corridor, linking key cultural and entertainment uses and the ACE Transit route linking the Strip through to downtown will both add new convenient travel linkage for residents and tourists alike.

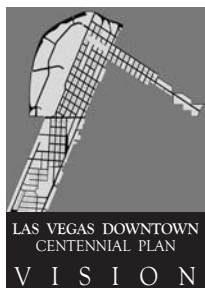


PHOTO 7: WORLD MARKET CENTER



PHOTO 8: FOURTH STREET CORRIDOR IMPROVEMENTS



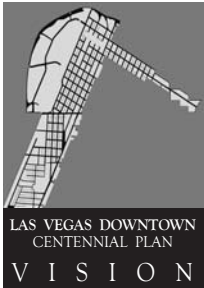
PHOTO 9: WELCOME TO DOWNTOWN LAS VEGAS SIGN



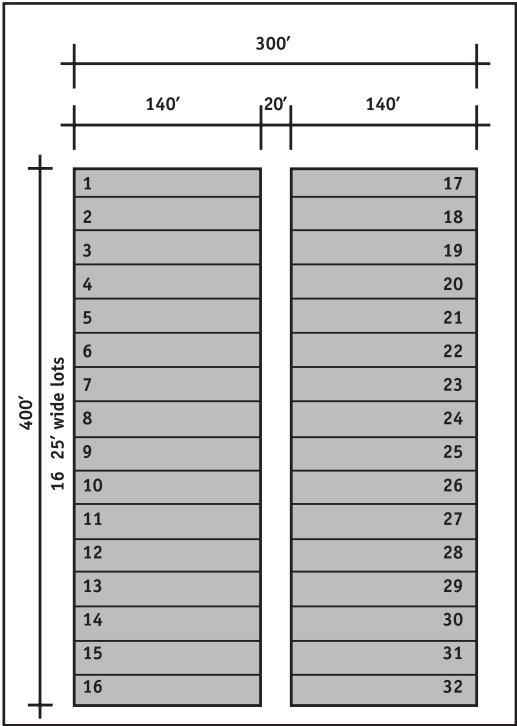
PHOTO 10: LEWIS AVENUE IMPROVEMENTS



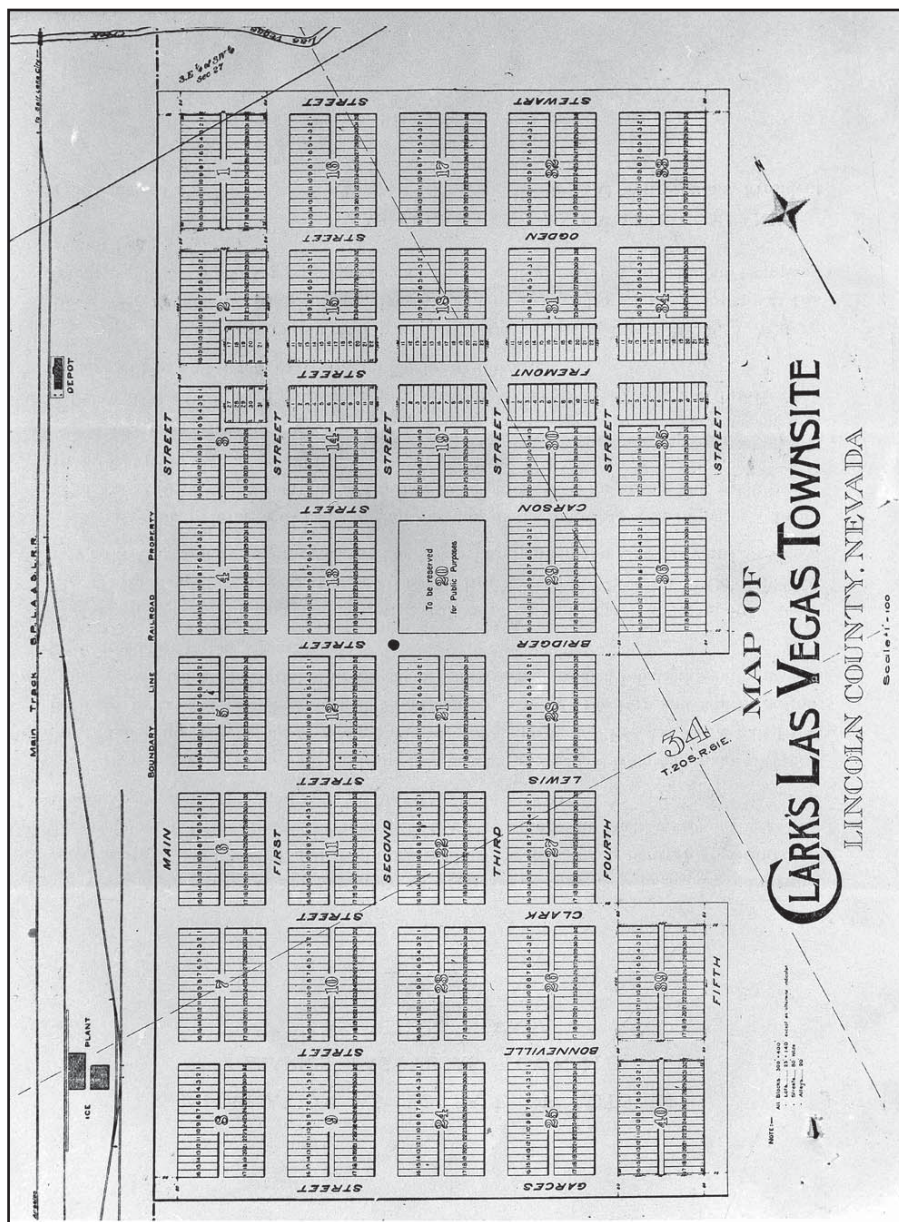
On May 15, 1905, the Union-Pacific Railroad founded Las Vegas as a commercial real estate venture. The railroads’ realtor laid out an original grid of 40 blocks, each 300 by 400 feet, long-wise along the eastside of the train tracks, and sold off lots via an auction. A 20-foot wide alley broke most blocks in half, and the halves were generally sub-divided into 16, 25-foot lots, each 140 feet deep (32 lots to the block maximum) (Graphic 1). The railroad station sat proudly in a park on the west side of Main Street and at the head of Fremont Street (the site of today’s Union Plaza Hotel/Casino). The railroads’ employees were the first occupants of the new town. Fremont Street was parceled up to be the main commercial street, running east-west against the grid. North-south streets ran parallel to Main and number First, Second, Third, and so on moving eastward. However, Fifth Street has since become Las Vegas Boulevard, extending “The Strip” northward into Downtown Las Vegas. East-west streets were named for famous folks who were influential in the founding of Nevada (Map 1). A mix of residential and commercial uses, including gambling halls and saloons quickly sprung up in this bare, dusty desert town. The City was incorporated under State of Nevada Statutes in 1911.



GRAPHIC 1: ORIGINAL DOWNTOWN BLOCK PATTERN AND SMALL PARCEL LAYOUT



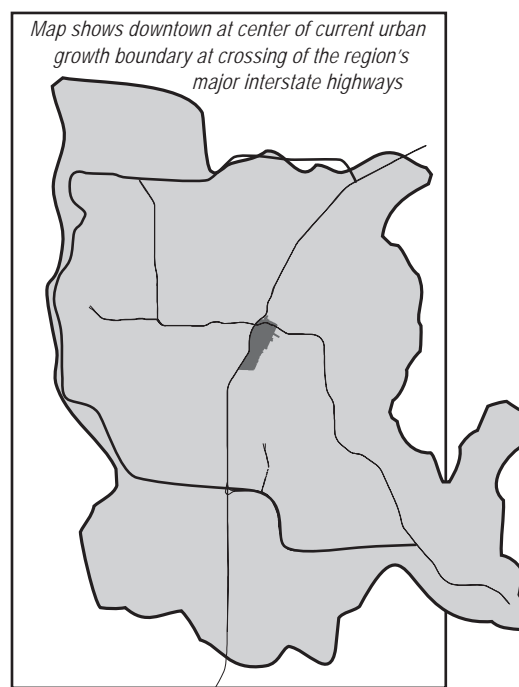
MAP 1: DOWNTOWN: HISTORIC BLOCK AND PARCEL PATTERN



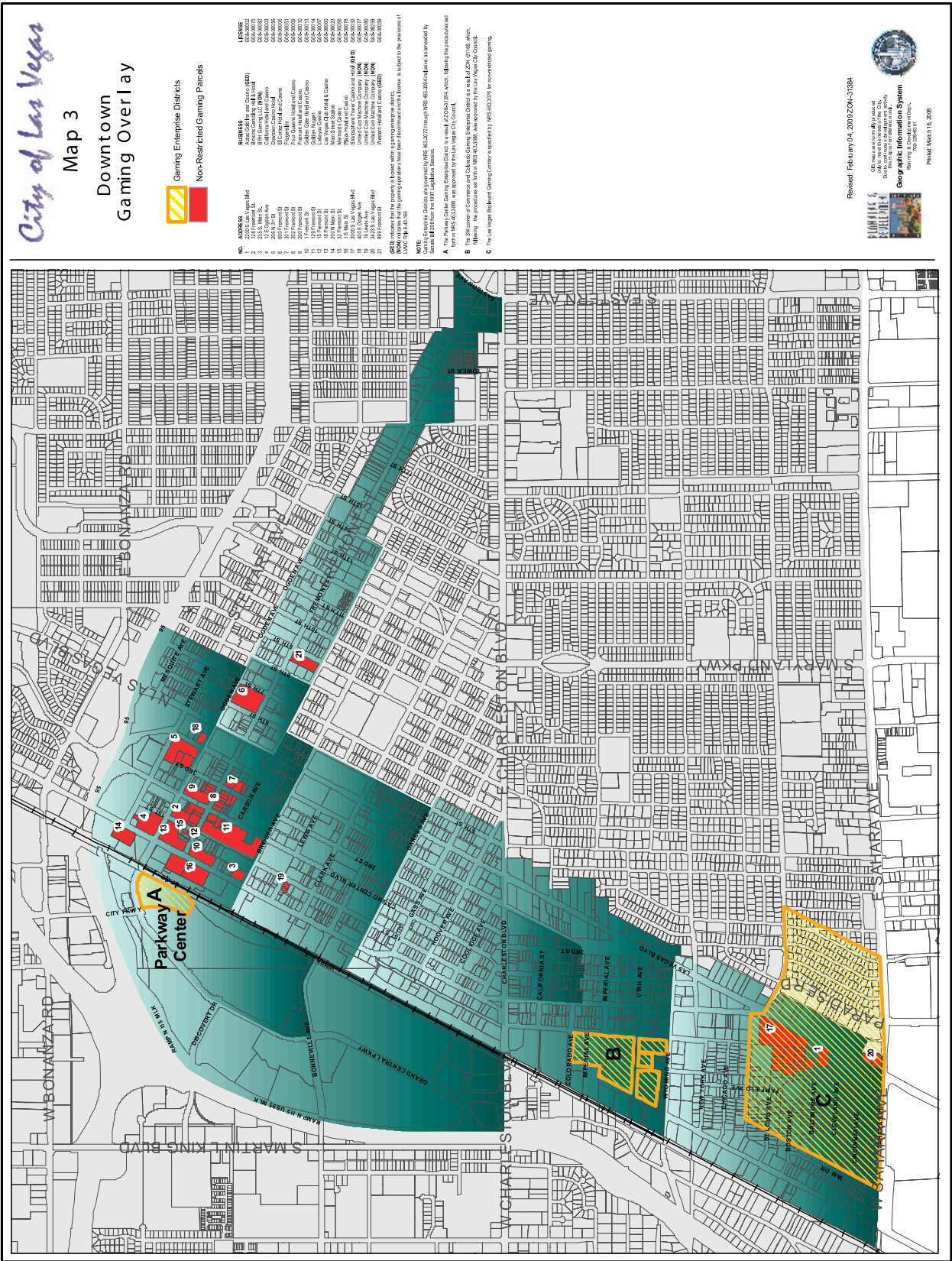
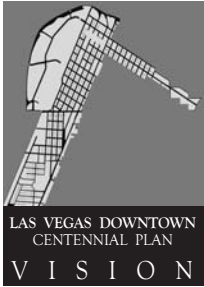
Downtown Las Vegas has a rich legacy of business, commerce, entertainment, lodging and culture. It ranges from the founding of the First State Bank of Las Vegas on the corner of First and Fremont Streets in 1905 to the ultra, high-tech entertainment spectacular of today's Fremont Street Experience. Downtown Las Vegas has long served as the hub of the entire Las Vegas Region (Map 2). Over the last generation though, office development has dispersed to new suburban centers like Summerlin and Green Valley. The original block pattern, and especially the small parcel layout, presents the greatest challenge for downtown redevelopment. Many 25 and 50-foot wide lots still remain across downtown under separate ownership. Modern development seldom happens in 25-foot wide increments. The smallest parcels feasible for current development standards are larger than a half block, with many on a full block or larger. In 1996, the City Council, in an effort to reduce the artificially high land values recommended several blocks be removed from the Gaming Enterprise Overlay District (Map 3). The Nevada State Legislative body concurred with the recommendation and removed the said blocks in 1997.



MAP 2: DOWNTOWN AS THE HUB OF THE LAS VEGAS VALLEY

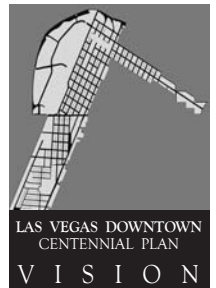


MAP 3: DOWNTOWN GAMING OVERLAY



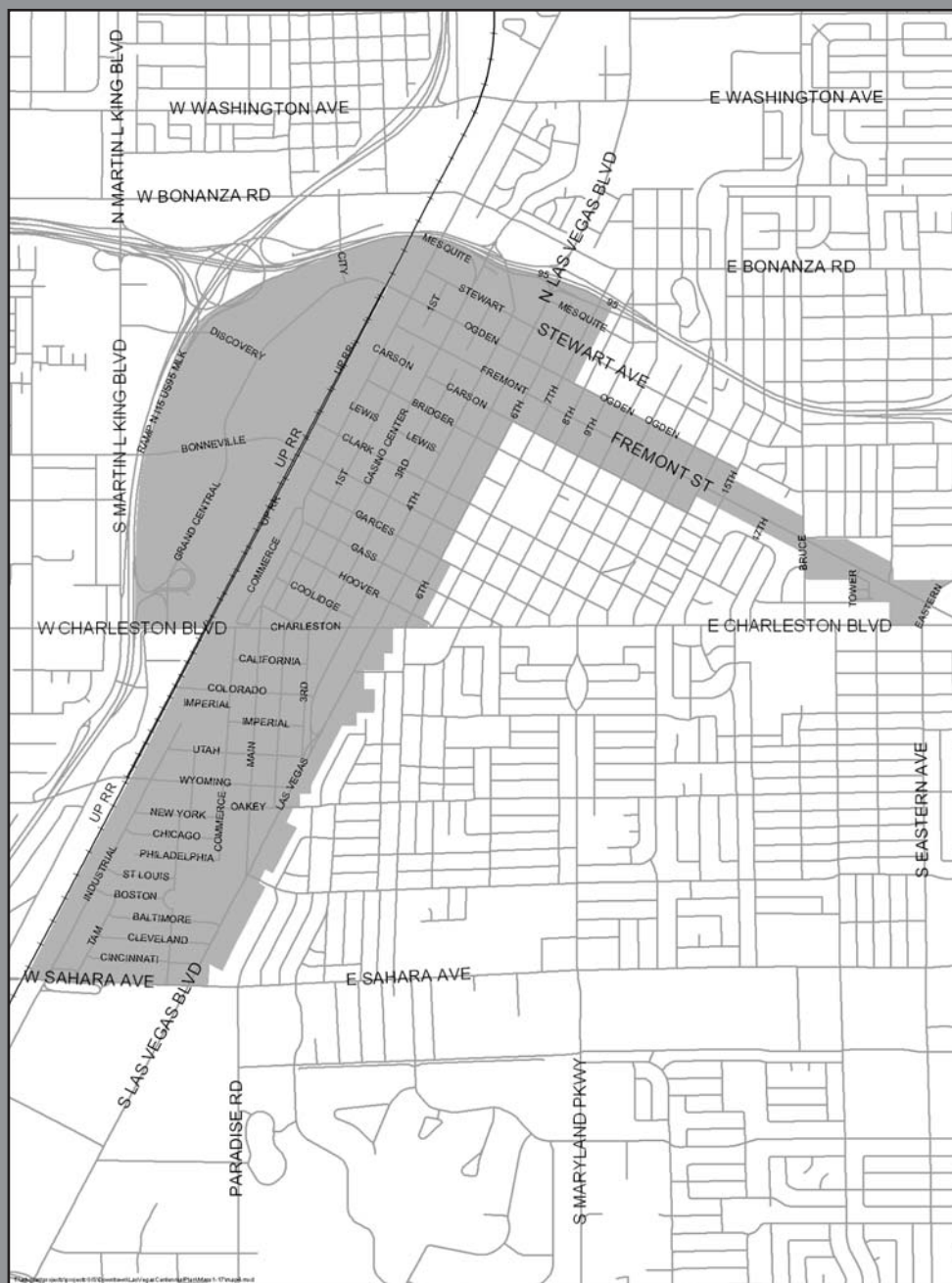
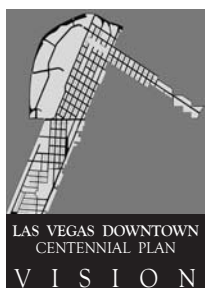
Within the context of the Plan, Downtown Las Vegas shall be defined as the geographic area generally contained within the boundaries of the southern parcels along I-515 on the north, western parcels along Sixth Street on the east, Sahara Avenue on the South and Interstate-15 on the west, and extending along East Fremont Street to Charleston Boulevard (Map 4). The centerline of Sahara Avenue is the boundary between the City of Las Vegas and unincorporated Clark County. This land area, approximately one-half mile wide and one and one-half miles long and nearly 1200 acres, is divided into ten unique districts (Map 5):

- 1) Office Core;
- 2) Downtown Gateway;
- 3) Downtown South;
- 4) 18b The Las Vegas Arts District;
- 5) Parkway Center;
- 6) Central Casino Core;
- 7) Northern Strip Gateway;
- 8) East Village;
- 9) Fremont East District; and
- 10) Symphony Park

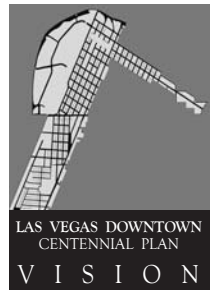
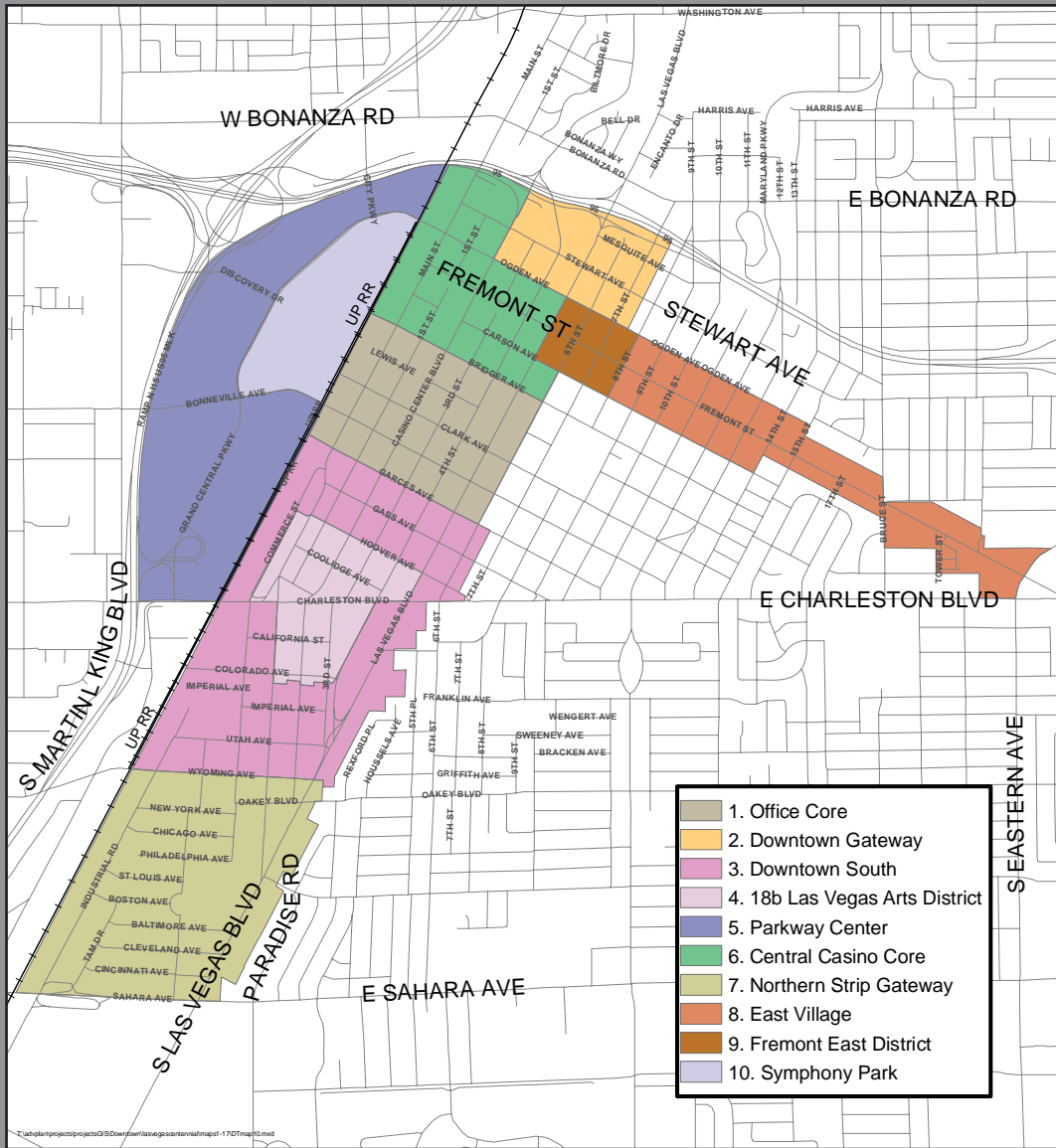


This area of study is the central portion of the City of Las Vegas Downtown Redevelopment Area, but excludes the Redevelopment Agency's surrounding local neighborhood centers that are not a part of this plan.

The ten planning districts within this study area are defined by the predominant type and intensity of land uses, general architectural character, and qualities of the streetscape within them. Most of the districts are linked together by Las Vegas Boulevard commonly called "The Strip" to the south or "The Boulevard" as it passes through the City and beyond its northern limits.



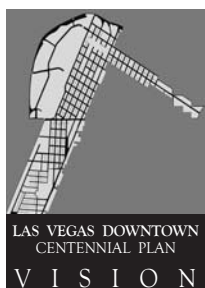
MAP 4: LAS VEGAS DOWNTOWN CENTENNIAL PLAN BOUNDARY



MAP 5: TEN DOWNTOWN PLANNING DISTRICTS

D. BACKGROUND OF PREVIOUS PLANNING EFFORTS

Efforts to competitively reposition Downtown Las Vegas began in April 1986 when the City of Las Vegas Downtown Redevelopment Agency (DRA) engaged the consulting firm of Laventhol and Horwath, CPA, of Los Angeles, to prepare a development analysis and strategy for Downtown Las Vegas. The policies in that plan and strategies enabled the DRA to react to developer proposals as they were presented. Those strategies predominated until 1993 when the DRA Board of Directors sought to establish a more proactive stance to the redevelopment efforts of Downtown Las Vegas. The firm of Trkla, Pettigrew, Allen & Payne, Inc. (TPAP) was engaged to update the agency's comprehensive plan and redevelopment strategy.



Building upon the urban planning goals and framework provided in the 1993 TPAP study, the Denver office of the urban planning / design firm, EDAW, Inc. (in consultation with the market research firm, Growth Management, Inc., real estate development advisors, Keyser Marston Associates, Inc., and transportation consultant, TDA, Inc.) drafted an urban design master plan for the City of Las Vegas, City Manager's Office. EDAW's draft plan was adopted by Resolution of the City Council on October 2, 1996, as "draft design guidelines" only. The EDAW plan was intended to translate the TPAP urban planning and framework goals into a plan for future improvements, and to establish appropriate land use configurations in conjunction with design standards for image, character, landscaping, building massing, pedestrian systems, and public open space.

The City Centre Development Committee, CCDC, was formed by the City Council in late 1997 to oversee redevelopment activities in Downtown Las Vegas. City of Las Vegas Planning & Development Department staff, with the advice and consent of the CCDC Downtown Implementation Sub-Committee, edited, redrafted, and completed the Plan on February 2, 2000. The Plan was adopted by a resolution of the CCDC Board of Directors on February 17, 2000. CCDC recommended adoption of the plan to the Planning Commission and City Council, and Ordinance 2000-49 adopted The Las Vegas Downtown Centennial Plan on July 5, 2000, as a General Plan Amendment (GPA).

Subsequent amendments have occurred in 2002, 2003 and 2004. Ordinance 5550 adopted December 4, 2002 updated the overall design standards for the Plan. GPA 2591 adopted on August 13, 2003 established the official boundaries of the Arts District and specific design standards to be followed within those boundaries. GPA-3000 adopted on November 5, 2003 added the urban trail

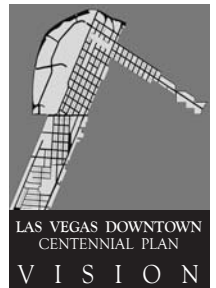
objectives and locations to the Plan. Also on November 5, 2003 a revision was made to the Arts District section expanding the district two blocks south to Colorado Avenue, updating the design standards for the district and re-defining the Office Core boundaries. On October 21, 2004 City Council adopted GPA 5015 which established Las Vegas Boulevard as an urban trail with the Scenic Byway Overlay. Ordinance 5874 was adopted on January 3, 2007 that established design standards specific to the Symphony Park District. On October 17, 2007 Ordinance 5941 was adopted that updated various use and design standards throughout the plan area. Future additions and refinements will occur as the Plan matures.

E. APPLICABILITY OF THE PLAN

The Las Vegas Downtown Centennial Plan conforms to the 2020 Las Vegas Master Plan. The Las Vegas Downtown Centennial Plan supersedes and replaces the Downtown Urban Design Master Plan as adopted by Resolution as “Design Guidelines” by City Council on October 2, 1996.

The Las Vegas Downtown Centennial Plan complements and coordinates with the new Downtown Overlay District, Title 19.06.060 of the City of Las Vegas Zoning Code, as adopted March 1997 and amended thereafter, and was incorporated therein by Ordinance 2000-49.

The Las Vegas Downtown Centennial Plan complements and coordinates with the Redevelopment Plan for the Downtown Las Vegas Redevelopment Area, as adopted March 5, 1986, and amended thereafter.



F. WAIVER AND AMENDMENT PROCESS

1. Waiver.

a. Requirements.

Waivers to the Design Standards contained within the Las Vegas Downtown Centennial Plan may only be granted by the City Council with clear and convincing evidence for demonstrated economic hardship or to further the City's redevelopment efforts.

b. Land Use.

No waivers can be granted for permitted Land Uses.

c. Decision and Appeal.

A decision by the Planning Commission to deny a waiver application becomes final and effective at the expiration of 10 days after the date of the decision unless, within that period, the applicant appeals the decision to City Council by written request filed with the City Clerk.

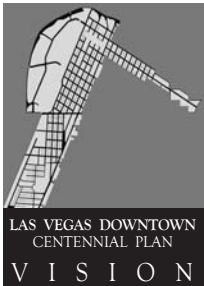
2. Amendments.

- a. Amendment(s) to the Standards outlined within the Las Vegas Downtown Centennial Plan may be made via the Text Amendment process.

G. RELATIONSHIP TO OTHER DOCUMENTS

The Downtown Centennial Plan is the primary document for use by all entities undertaking any improvements, participating builders, individual business owners and homeowners, including their respective sub-associations. Other documents relating to the physical development of the property include Title 19 and Symphony Park Design Standards.

All development plans shall comply with the adopted Downtown Centennial Plan as well as all other applicable regulations in the city, county, state and federal jurisdictions. These standards are not intended to override or contradict the city of Las Vegas codes or requirements. Where differences occur, the most stringent shall apply in all cases.



The Urban Design Framework establishes the following urban design concepts and general urban planning principles for Downtown Las Vegas:

A. GATEWAYS

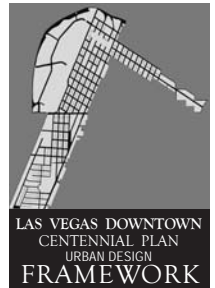
Entry points to important places are largely ceremonial in nature, symbolically marking the point of passage from one district into another. Las Vegas has several entry points into the downtown area, some of which are not now distinctively delineated. The gateways into downtown will receive special treatment, including landscaping, lighting, signage, and other related improvements as funds become available. This will make them distinctive within the urban environment and establish a civic presence and sense of pride for visitors, workers and residents of downtown. Secondary gateways between the various districts and surrounding neighborhoods will also feature physical improvements of landscaping, lighting, and signage to announce that transition.

One important gateway feature has been installed at Fourth Street and Las Vegas Boulevard. It consists of the Welcome to Fabulous Downtown Las Vegas neon sign in a garden-like canopy of date palms.

18b The Las Vegas Arts District Neighborhood Association has identified four locations to highlight as gateway entries into the district. The four locations are Charleston Boulevard at Las Vegas Boulevard, Charleston Boulevard near Main Street, Fourth Street at Colorado Avenue and Main Street near Hoover Avenue. It is anticipated that each of the ten districts will develop gateways and characters of their own in due course.

B. ANCHORS

Las Vegas is world renown for its casinos and entertainment. The plan builds upon that status in its delineation of substantial casino districts, perpetuating an image, character, and history that are uniquely Las Vegas. In downtown, the historic Central Casino Core District along Fremont Street to the north and the Northern Strip Gateway District centered by the Stratosphere Tower to



the south form two distinct areas of landmark status. The visual prominence of the Stratosphere Tower as the compass point for the Las Vegas Valley and the classic Las Vegas casinos nestled into the urban fabric along Fremont Street Experience provide downtown with two entertainment and activity anchors.

C. SPINE

Las Vegas Boulevard is the downtown identity street. The Boulevard south of downtown is simply known as “The Strip.” Lined with casinos and characteristic brilliant signage, it has established Las Vegas’ image like no other urban element. The Plan utilizes that imagery by extending the landscape north into Downtown Las Vegas and building upon the legacy of The Strip, thereby forging a new identity for downtown. Las Vegas Boulevard forms the major north-south spine thru downtown. Through landscape improvements, right-of-way width expansion, lighting, signage, and urban design standards, it has become a key urban design and orientation element for downtown.

A key, unifying, element along the Las Vegas Boulevard is the restoration and display of historic neon signs along the landscaped median. The famous Hacienda Horse and Rider (Photo 11) sets the standard to be followed and is located at the Fremont Street intersection. When completed, there will be one-restored historic neon sign on each block of Las Vegas Boulevard between Sahara Avenue and Washington Avenue. Restored signs will also be found along various urban pathways.

The Las Vegas Boulevard portion known as “The Strip,” was designated by the Federal Highway Administration as a National Scenic Byway and an All-American Road, in 1996. The City has applied for similar status for that portion of Las Vegas Boulevard from Sahara Avenue on the south to Washington Boulevard on the north that falls within the City limits. The first step in the process was the designation by the State of Nevada and that was completed in November 2001.

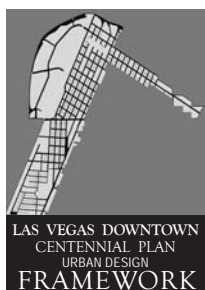


PHOTO 11: HACIENDA HORSE AND RIDER



Linking the ten districts of downtown Las Vegas with one another and with points outside of downtown is very important. Major vehicular linkages exist that connect important places in the City including anchors such as the casino districts, landmarks, neighborhoods, public uses, and private developments. A system of linkages that bolsters the integration of uses and overall design characteristics of downtown is the urban pathway system (Map 6). This system connects the various cultural amenities located throughout downtown by a pedestrian friendly network of streets with enhanced features (Map 7). A way finding system will assist visitors in locating these downtown amenities. The City, along with the Regional Transportation Commission (RTC) and the Nevada Department of Transportation (NDOT), continues to widen and improve roadways entering downtown and throughout the surrounding Las Vegas Valley.

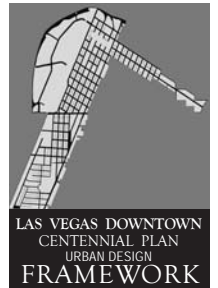
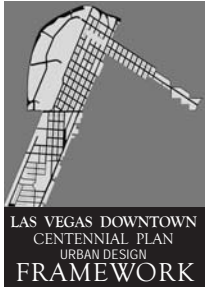


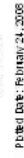
PHOTO 12: EXAMPLE OF URBAN PATHWAY ELEMENT



The RTC proposes the ACE Rapid Transit route to downtown as an extension of the monorail system that terminates at Sahara Avenue. Additionally, a regional fixed guideway rail transit system connecting the Nevada State College in Henderson to the proposed UNLV north campus in North Las Vegas, passing through the Strip corridor and downtown Las Vegas, is being studied. Recent discussions suggest that the first phase of the Transrapid High-Speed Train, which shall ultimately connect Downtown Las Vegas to Los Angeles and Anaheim, California, could well move ahead in the next few years with federal support for at least the first phase connecting Las Vegas to Primm, Nevada. The development of these systems, the continuation of Greyhound bus service, and the necessary relocation of the Downtown Transportation center

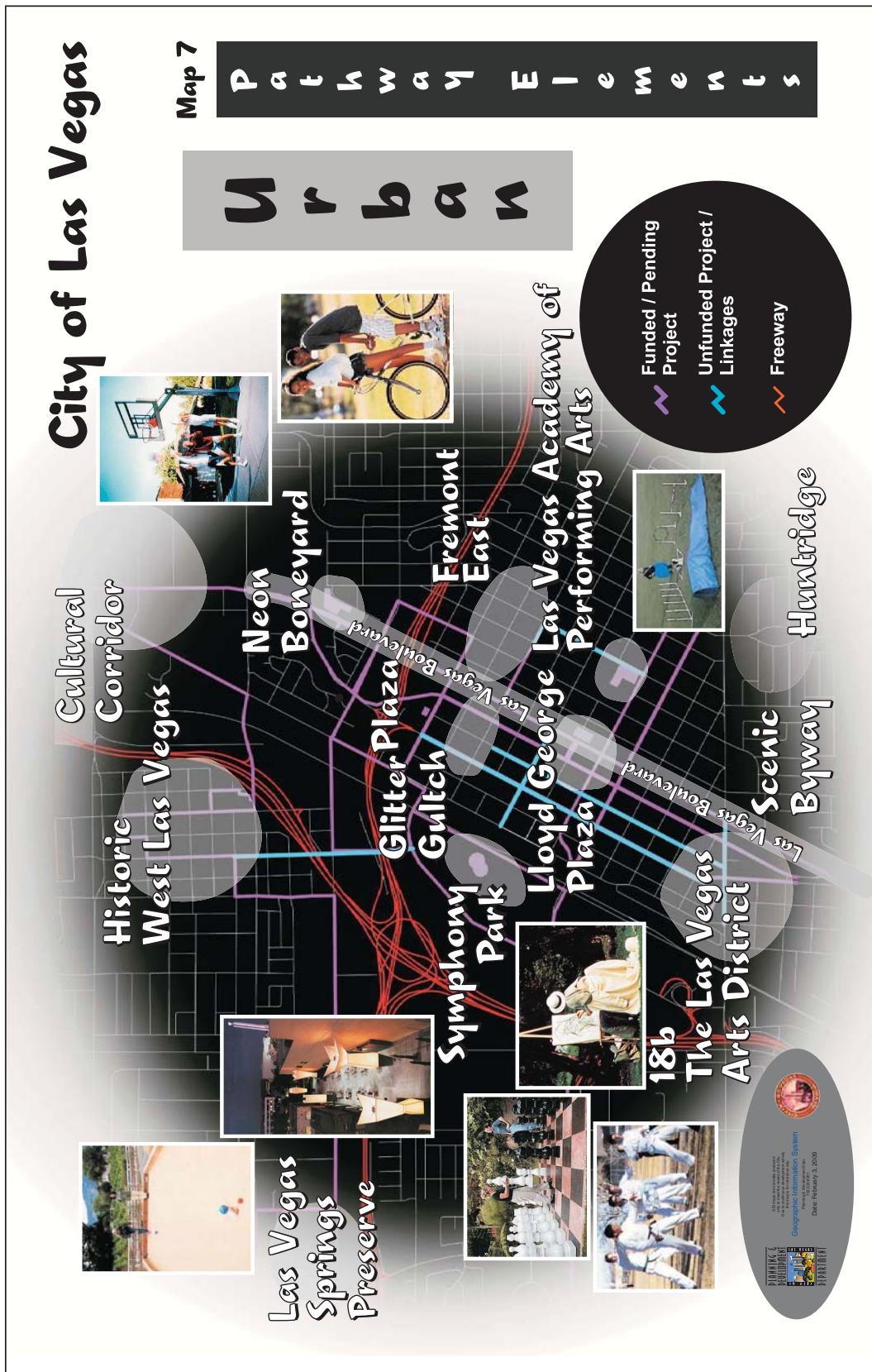


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for the CAT bus system to a larger site creates the opportunity to develop a multi-purpose Downtown Transportation Hub, or Intermodal Transportation Center. Such a center could serve as an obvious linkage between downtown and the Union Pacific site (referred to as Parkway Center within the context of the Plan), and include substantial parking, retail and commercial facilities. The series of eleven approved urban trails will complement this system of linkages.

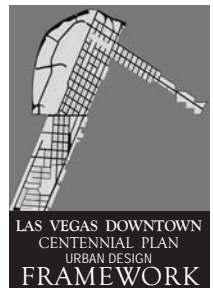
Paralleling Las Vegas Boulevard to the west, Fourth Street serves as a secondary south-to-north one-way linkage between the two established casino anchors. This street features unique paving, landscaping, and lighting elements. As a secondary gateway route to downtown, it relieves traffic congestion on Las Vegas Boulevard and connects directly to an Interstate 515 entry ramp on the north.

Lewis Avenue has been developed into the primary east-west pedestrian corridor for the revitalized Office Core District. The In-Town Office Building and the public-private re-use of the historic Fifth Street School complex present tremendous opportunities. The new Centennial plaza features a farmers market on occasion. The Lloyd George Federal Court House and the Regional Justice Center act as anchors for the District and are connected via Lewis Avenue.

First Street, from Boulder Avenue to Garces Avenue, and from Bonneville Avenue to Fremont Street Experience, will be developed as the Arts Trail and will function as a major pedestrian link between 18b The Las Vegas Arts District and the Fremont Street Experience located within the Central Casino Core District. Widened sidewalks and an enhanced pedestrian experience shall contribute to the revitalization of this central downtown area.

Fremont Street Experience, running between Main Street and Las Vegas Boulevard, serves as a major east-west pedestrian connection, linking most major downtown casinos together and providing a pleasant, themed entertainment and strolling environment. This last link of the Tortise Trail leads directly into the Entertainment Trail that begins on the east side of Las Vegas Boulevard. The Fremont Street Experience is a major local landmark and downtown destination center with its high-tech canopy providing entertainment by night and shaded, breezy streetscape for daytime strolling. Strong consideration shall be given to creating a pedestrian and visual linkage to the Parkway Center site as it develops to the west of the Fremont Street Experience and the Office Core District. The same emphasis will be placed east of the Experience as a way to link with the Fremont East District.

The six-block area abutting Fremont Street between Las Vegas Boulevard and 8th Street was designated the city's Fremont East District on October 2, 2002 by Ordinance 5521. Nightclubs with live entertainment and no gaming shall



dominate this area of downtown and compliment the Central Casino Core District. The Entertainment Trail (Graphic 2), part of the Urban Pathways System, begins at Las Vegas Boulevard and proceeds east to Eighth Street where it turns and goes south terminating at the Las Vegas Academy's new cultural productions theater.

A pivotal linkage in downtown shall occur on Casino Center. It shall anchor the alignment of an ACE Transit route and eventually a rail transit system, linking downtown to the Strip to the south and potentially to McCarran International Airport and continuing to Henderson. Stations scheduled along Main Street shall benefit the Fremont Street Experience, Office Core and the Arts District. Main Street shall continue to serve as an alternate route for local north-south downtown traffic. The corresponding Tortise Trail will further the pedestrian connection between the Districts as a component of the Urban Pathways System.

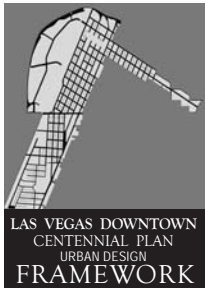
The Scenic Byway Trail along Las Vegas Boulevard connects all districts but Parkway Center together. This trail, which is currently a part of the Nevada State Scenic Byway program, may soon become part of the National Scenic Byway program. This is the only urban trail that has its own overlay attached to it. Once completely updated, Las Vegas Boulevard will provide an enjoyable, safe, clean and exciting pedestrian experience for both tourists and local residents alike.

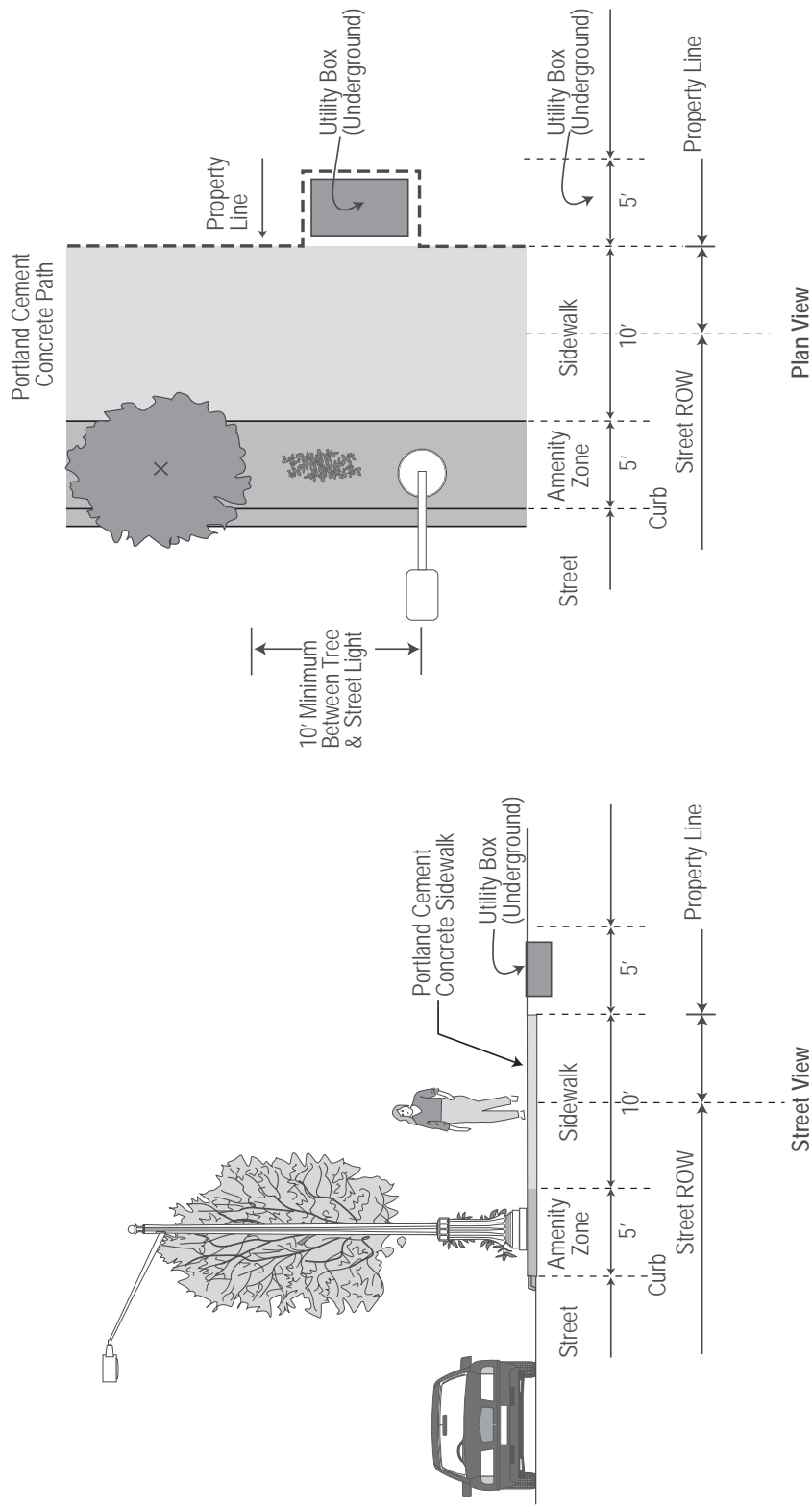
A network of cultural and recreational pocket parks (Urban Pathways) are proposed to be linked by pedestrian corridors and trails (Map 6). This network will provide the amenities that are found in traditional central parks, but will be located in a dispersed pattern throughout the downtown. The pedestrian linkages should be relatively simple and inexpensive corridors that could include widened sidewalks, well-designed streetlamps, banners, occasional trees, benches and trash receptacles. The recreation pockets could include small, fenced areas for doggy aerobics, tot lots, human chess, handball courts, small areas with walls for practicing tennis, perhaps even putting areas.

The net effect of all linkage systems and improvements shall result in drawing people from one place to another, improving the image and character of the area, and consequently encouraging a greater use of Downtown Las Vegas in its entirety.

Urban Trails

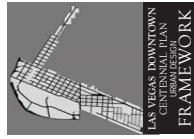
- 10' sidewalk with 5' amenity zone
- Connects two anchors or nodes
- Includes a way-finding system or identification system
- Distinct surface treatment and/or street tree theme





Notes:

The amenity zone and sidewalk are constructed by the developer. Utility boxes cannot retard landscaping or impede the sidewalk and must be located underground. Where necessary, pop-outs will be provided into private property and an appropriate utility easement granted.





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Creating a broad diversity of land uses in Downtown Las Vegas is key to its future success as an activity center and vital urban regional hub. It will have a hearty balance of cultural, residential, office, civic, retail, and light industrial areas.

Residential Neighborhoods: The success of downtowns across the country often depend upon integrating residential communities in, among, and adjacent to the downtown area. Las Vegas has a great opportunity to integrate a stronger residential community into the future of Downtown Las Vegas by building upon the existing infrastructure already in place. The City has approved plans for building some 18,000 residential units over the next few years within downtown Las Vegas. The creation and strengthening of neighborhoods is essential. It needs more than just the development of housing types that may focus inwardly without integrating to the physical and social structure of the surrounding community. Creating a neighborhood would include providing improved police protection, parks, schools, community centers, shopping, and other similar uses. The successful integration of residential development into Downtown Las Vegas will require focus on efforts in a specific area, such as the Arts District to establish a critical mass, and then transitioning to other areas one District at a time. Individual projects will build upon previous efforts, and the whole of the community will be built over time, utilizing the momentum gained from the earlier successes.

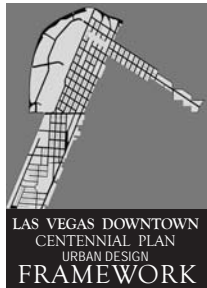
Parks and Open Space: Many downtowns across the nation are recognized for their formal public open space, such as William Penn's four urban greens breaking the grid of Philadelphia, Washington Square in Manhattan's Greenwich Village, and Boston's Common. Over the next few years, the City will pursue the creation of a series of small urban park spaces linked by trails and enhanced pedestrian streetscapes to expand the livability of Downtown known as "Urban Pathways." Many new trails have been created to link the various downtown districts and attractions together (Map 6).

Hotels & Casinos: Casino use is of particular importance to the history and character of Las Vegas. Downtown must ensure its role in the casino enterprise that is so much a part of local culture and national folklore. The downtown casino areas not only preserve the history and culture that has already been established, but ensure vitality and synergy among existing and future casinos. The casino areas delin-



eated in the Plan illustrate areas that build upon and preserve those historical patterns while providing the opportunity for future expansion.

Government Offices: Downtown Las Vegas is host to the City Hall complex, Regional Justice Center, Federal Courthouse and Detention Center. Other City and County offices are currently dispersed across downtown with the Clark County Government Center a featured anchor in the Parkway Center District site. A new City Hall building being considered would provide an opportunity for another open space gathering point in downtown. Any new government facilities will be LEED certified and display a high quality architectural prominence that will continue to set an example for the private sector to emulate.

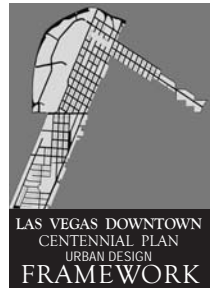


Office Core: Downtown Las Vegas remains the government and office core for the region despite the enormous growth of the outer suburbs. This area consists primarily of office uses with the majority of large-scale, class A office space centered in the northern half of the district. This is considered the central business district of the valley. It is home to both government and corporate office uses and supports retail, restaurant, and other service uses necessary to complete an active Office Core. The southern half of the district has smaller scaled office uses with predominantly single users in renovated structures or small office buildings. High-density residential development is also expected within this portion of the Office Core.

Light Industrial/Service Commercial: Along the existing railroad corridor is a mix of industrial and commercial services such as automotive services, paint shops, light manufacturing, laundry/cleaners, copy centers, and similar types of uses. The relationship to the railroad tracks and the freeway system nearby will continue to support light industry as well as facilitate commercial development in transitional areas near Industrial Road and other arterial streets.

Parkway Center: The former Union Pacific railroad site to the west of the Office Core and Central Casino Core Districts was rezoned in 1998 to Planned Development (PD), from its former Industrial (M) zoning. The City anticipates a variety of land uses developing on the site including non-gaming hotels, retail, high-rise condominiums, apartments, and a medical complex along with other mixed-use projects. Pedestrian linkages to Fremont Street Experience and the Office Core will be very important to the City: Parkway Center will function as a natural extension of the existing downtown to enhance the businesses that already exist there. A

tremendous opportunity is now emerging to develop an intermodal transportation center that would link together the fixed guideway, trans-rapid high-speed train, and the CAT bus system with other existing forms of transportation. Such a station will also serve as a bridge between Fremont Street Experience or the Office Core and Parkway Center. The new Chelsea Premium Outlet Mall and the World Market Center are the first major successful projects to generate a large volume of traffic near this District.





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III. URBAN DESIGN GOALS AND OBJECTIVES

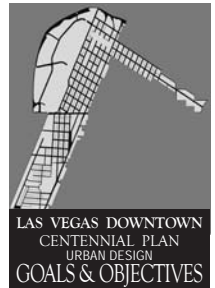
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A. LAND USE:

1. Create retail and other pedestrian-friendly uses on the ground floor of buildings;
2. Create a clear definition of the districts in and around downtown for a more consistent, managed design character;
3. Encourage new housing opportunities and types; and
4. Encourage a diverse land use pattern within the guiding framework of long-term vitality and economic growth.

B. URBAN FORM:

1. Bring building facades to the property line/sidewalk edge;
2. Require parking structures to have ground-floor retail and façade treatments with appropriate architectural finishes;
3. Develop districts with consistent and cohesive architectural massing, establishing development standards for building heights and street-wall formation;
4. Capitalize on recent development momentum created by the opening of the World Market Center, Chelsea Premium Outlet Mall, the Regional Justice Center and the Molasky Building.



C. PEDESTRIAN ENVIRONMENT:

1. Create streetscapes that provide safety, comfort, and interest for pedestrians;
2. Establish a network of urban trails, open spaces and linkages that will further the city's Urban Pathways System concept;
3. Encourage a network of arcades throughout downtown.

D. IMAGE AND CHARACTER:

1. Enhance the overall image of downtown through improvements at gateways, primary urban trail corridors, civic plazas, and open spaces;
2. Develop an alley beautification and management plan;
3. Establish a sense of place both within each District and in the Downtown as a whole.

E. HISTORIC PRESERVATION:

1. Consider any building(s) or structure(s) over 50 years old as historic with legitimate value as contributors to an urban sense of place and diverse housing and professional building fabric.
2. Preserve historic buildings and structures whenever possible by incorporating existing historic fabric into new designs and development plans.
3. Consider the sale or donation and transportation of an historic building(s) or structure(s) to another site before demolition if the building(s) or structure(s) cannot be incorporated into a new design.
4. Design infill development within the downtown area and historic districts to be contextual with the surrounding historic urban fabric.
5. Enhance the urban pathway system for residents and visitors by capitalizing on the architectural character of historic buildings and sites to create linkages and heritage destinations.

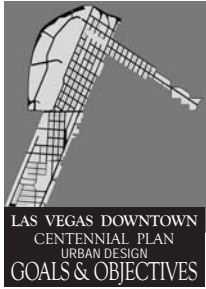


PHOTO 13: 931 THIRD STREET

Successful example of infill development and office conversion of historic home. Historic elements of the façades retained while massing of new addition kept to the rear of the building.



PHOTO 14: 630 S. FOURTH STREET

Successful downtown infill design that remains contextual with the surrounding historic area by retaining historic elements such as brick, decorative iron, multi-light windows and small scale entrance features.



PHOTO 15: RAILROAD COTTAGES

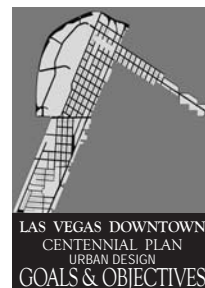
To make way for the Club Renaissance high-rise development on Casino Center Boulevard and Bonneville Avenue, three historic railroad cottages dating from 1909 were moved to the Las Vegas Springs Preserve in 2005. Other cottages were dismantled for the restoration of the three intact cottages. The project was completed with the considerable assistance and cooperation from the developers of Club Renaissance, non-profit organizations, and the City of Las Vegas.

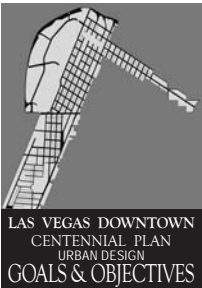


PHOTO 16: PROPOSED MAIN STREET HISTORIC DISTRICT

As part of a program for creating economic incentives for the development of the Las Vegas Arts District, a National Register Historic District was recommended to encourage the rehabilitation of buildings in the district by providing a 20% investment tax credit for rehabilitations that meet federal standards. Unlike a local historic district, a National Register district has no constraints or additional review processes.

The completion of the Main Street Historic District nomination is pending approval by the National Register of Historic Places in the first quarter of 2006. The district includes Main Street from Garces Avenue on the north to Wyoming Avenue on the south, and is roughly two to four blocks wide, is historically significant for its industrial, warehousing and retail development that peaked during World War II until the 1960s.





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IV. OUTDOOR DINING AND ENTERTAINMENT STANDARDS

A. OUTDOOR DINING AND ENTERTAINMENT STANDARDS: PUBLIC SIDEWALK AREAS.

The standards of this subsection apply to outdoor dining that occurs or is proposed to occur within public sidewalk areas. For the purposes of this subsection, the term “outdoor dining” and “outdoor dining area” refer to dining within the area of a public sidewalk or similar pedestrian area, unless the context refers otherwise.

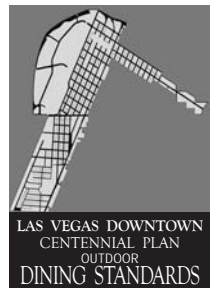
1. Objective and Intent.

The objective of establishing the Outdoor Dining Standards is to promote pedestrian-friendly use of public sidewalks and similar pedestrian areas in connection with providing economic opportunities for ground floor retail. The Outdoor Dining Standards have been developed to ensure that the space used for outdoor dining is consistent with the general design of the public right-of-way and to allow for adequate pedestrian circulation. The Outdoor Dining Standards are also intended to guide applicants with the design of outdoor dining areas, establish or enhance an identifiable sense of place, create a comfortable and interesting pedestrian environment, maintain a continuous and visible pedestrian activity between nodes and building anchors, and provide minimum standards for beautification.

2. Standards.

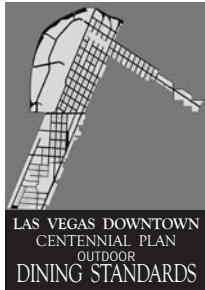
Outdoor dining otherwise permitted within the underlying zoning district may be permitted to take place within a sidewalk area or similar pedestrian area, but only in accordance with the Outdoor Dining Standards.

- a. **Location.** Outdoor dining may occur only as an accessory use to an eating establishment and may be permitted only in the public sidewalk or similar pedestrian area immediately adjacent to the front of the establishment. The dining area may not extend beyond the boundaries of the abutting property and shall not be located in a manner that interferes with the building egress and ingress as required by the International Building Code (IBC). No outdoor dining area may be located within twenty feet of an intersection or within ten feet of a driveway or alley. Where approved by the Department of Public Works, outdoor dining in a public sidewalk or similar pedestrian area may occupy up to two

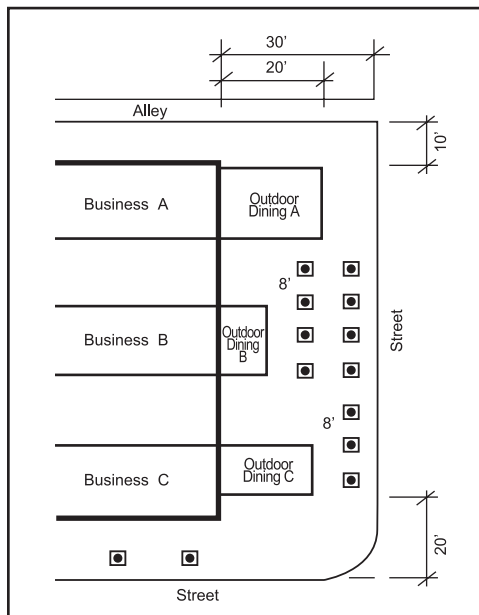


thirds of the total width of the sidewalk or available pedestrian area. In the case of a sidewalk or similar pedestrian area up to fifteen feet wide, there shall remain a minimum pedestrian clearance of five feet. For sidewalks or similar pedestrian areas with a greater width, the minimum pedestrian clearance is eight feet. This minimum clearance area must occur between any outdoor dining and a continuous line that represents where sidewalk or pedestrian area obstructions are located. Such obstructions include without limitation tree planters, landscape planters, street furniture, streetlight poles, utility poles, fire hydrants, signposts, and permitted news racks (Graphic 3).

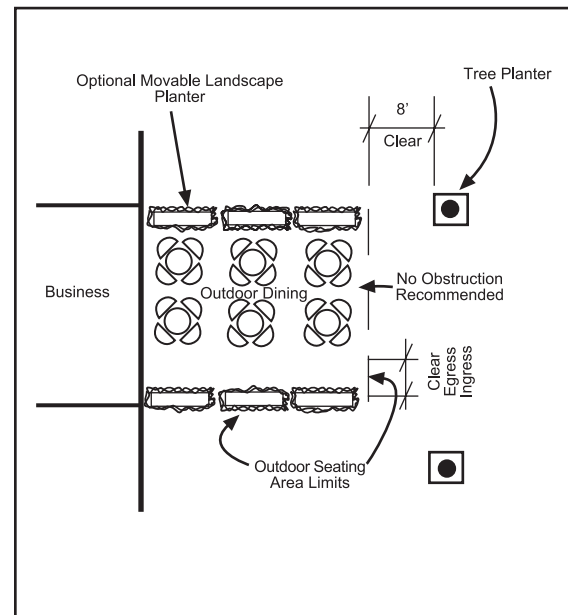
- b. **Barriers.** Outdoor dining and seating areas shall be free of any permanent barriers or other structures that create physical separation between the dining area and areas of public sidewalks. Nothing shall be attached temporarily or permanently to the sidewalk. This includes furniture, umbrellas, planters, etc. (Graphic 4).
- c. **Roofing.** Will be addressed on a case-by-case basis.
- d. **Furniture.** All furnishings within an outdoor dining area shall be movable and made of sturdy, durable and commercial grade material. They shall be designed to complement the design theme of the business. Ordinary plastic lawn chairs and tables and similar furniture are not acceptable.
- e. **Trash Enclosures.** Trash receptacles are not permitted within the outdoor dining area or the adjacent public sidewalk.



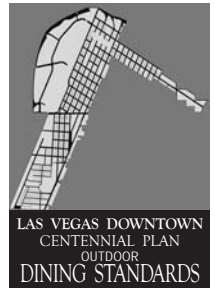
GRAPHIC 3: OUTDOOR DINING LOCATION



GRAPHIC 4: OUTDOOR DINING BARRIERS



- f. **Lighting.** Lighting, when provided, shall be shielded and of low wattage so as to illuminate only the outdoor dining area and so as to avoid producing glare that has a negative impact on pedestrian traffic. The design of the light fixtures shall be compatible with the architectural theme of the building and business.
- g. **Storage of Furniture and Equipment.** All outdoor furnishings related to an outdoor dining area shall be stored inside during non-business hours of operation. Non-permanent landscape planters may remain outside.
- h. **Maintenance.** Outdoor dining areas shall be kept in good state of repair and maintained in a clean, safe and sanitary condition. Any item of furniture or equipment that is broken, rusting, degraded, torn, or tattered shall be removed promptly. The outdoor dining area must be swept and mopped every night after closing.
- i. **Music and Live Entertainment.** Music and Live Entertainment are permitted as an accessory amenity. No dancing, cover charge or minimum drink will be permitted. Any music or entertainment will comply with applicable noise ordinances and standards.
- j. **Alcoholic Beverage Service.** Alcoholic beverage service in outdoor seating areas shall conform to LVMC Title 6.

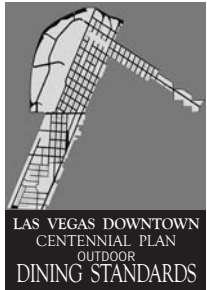


3. Approval Process.

- a. In order to qualify for the approval of any encroachment permit or agreement that may be necessary to operate outdoor dining, the applicant must first obtain approval of a site development plan in accordance with the following provisions:
 - The approval process under Title 19 for outdoor dining is that of a Minor Review of Site Development Plan pursuant to LVMC 19.18.050(F).
 - Following a required pre-application conference, a committee shall review the proposal and the committee shall be comprised of:
 - 1) The Director of Planning & Development or a designee;
 - 2) The Director of Public Works or a designee; and
 - 3) The Director of the Office of Business Development or a designee.
- b. The committee may approve an application for outdoor dining administratively if the committee finds that the proposal is consistent with the Las Vegas Downtown Centennial Plan and complies with the Outdoor Dining Standards. The committee, in its sole discre-

tion, may also impose additional conditions upon the approval in order to further the goals and objectives of the Las Vegas Downtown Centennial Plan. Approved outdoor dining locations shall be subject to both ongoing and complaint-based inspections. In accordance with LVMC 19.18.050(I), approval, and noncompliance may form the basis of non-renewal or revocation of a business license.

B. OUTDOOR DINING AND ENTERTAINMENT STANDARDS: PRIVATE PROPERTY.



1. Applicability.

The standards of this subsection apply to outdoor dining or outdoor seating areas that occur or are proposed to occur on private property. For the purposes of this subsection, the terms “outdoor dining or outdoor seating” and “outdoor dining or seating area” refer to an unenclosed dining or seating area on private property.

2. Objective and Intent.

The objective of establishing Outdoor Dining and Outdoor Seating Area Standards for private property is to promote a use that enhances a pedestrian-friendly environment and adds to the vitality and livability of the downtown area.

3. Standards.

When otherwise permitted within the underlying zoning district, outdoor dining or outdoor seating on private property may be permitted to take place in accordance with the following standards:

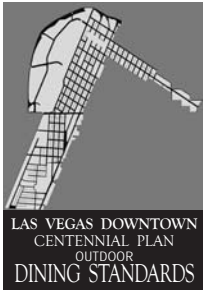
- a. **Location.** Outdoor dining may occur only as an accessory use to a Restaurant establishment, and shall only be permitted on private property, except as otherwise allowed under this section. Outdoor seating areas may be a permitted accessory to Urban Lounges in 18b The Las Vegas Arts District, or accessory to Tavern-Limited establishments in the East Village District. The outdoor dining or seating areas shall not extend onto adjacent properties or rights-of-way. The outdoor dining or seating areas shall not be located in a manner that interferes with building egress and ingress as required by the International Building Code (IBC).

- b. **Barriers.** Outdoor dining and outdoor seating areas on private property shall have a permanent or temporary railing or other similar barrier to define the area and to prevent encroachment onto adjacent properties or rights of way.
- c. **Furniture.** All furnishings within an outdoor dining or seating area shall be made of sturdy, durable and commercial grade material, and shall complement the design theme of the business. Ordinary plastic lawn chairs and tables and similar furniture is not acceptable.
- d. **Lighting.** Lighting, when provided, shall be shielded and of low wattage so as to illuminate only the outdoor dining or seating area so as to avoid producing glare that has a negative impact on surrounding properties or rights-of-way. The design of the light fixtures shall be compatible with the architectural theme of the building and business.
- e. **Maintenance.** Outdoor dining or seating areas shall be kept in a good state of repair and maintained in a clean, safe and sanitary condition. Any item of furniture or equipment that is broken, rusting, degraded, torn, or tattered shall be removed promptly.
- f. **Music and Live Entertainment.** Music and Live Entertainment are permitted as an accessory amenity. Any music or entertainment shall comply with applicable noise ordinances and standards.
- g. **Alcoholic Beverage Service.** Alcoholic beverage service in outdoor seating areas shall conform to LVMC Title 6.

4. Approval Process.

Outdoor dining and outdoor seating areas on private property require the approval of a Site Development Plan. The approval process shall be as listed under Title 19.18.050(F), "Minor Review of Site Development Plans."

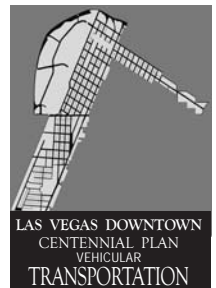




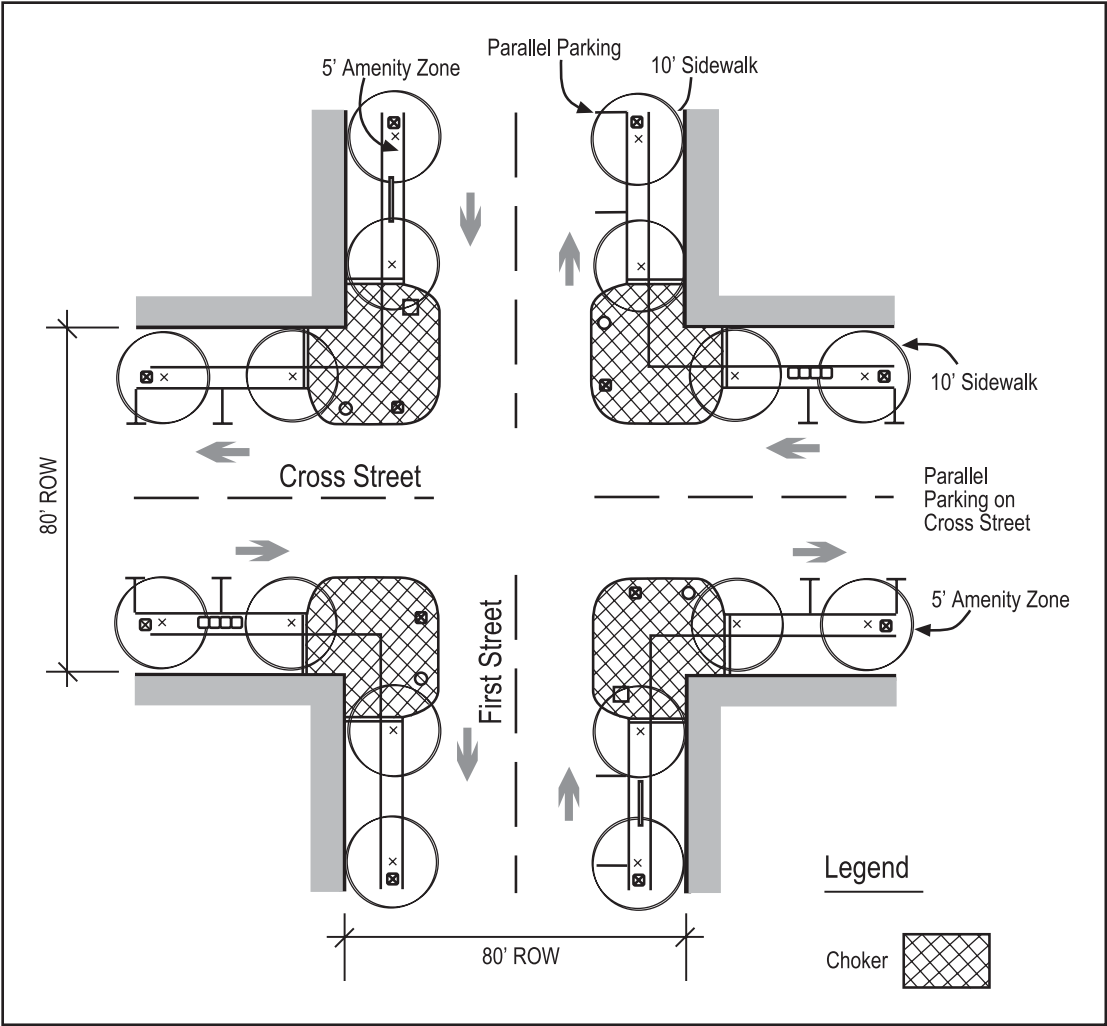
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The Central Transportation / Access Plan (Map 8) illustrates the primary vehicular network considerations for the Central Core area of downtown. Graphics 6 and 7 provide a cross section view of the typical street layout for downtown. Of particular note are the following strategies:

- a. Keep street closures to a minimum where possible.
- b. Incorporate the proposed ACE and fixed guideway transit system along Casino Center north of Charleston Boulevard and Third Street south of Charleston with stations near Fremont Street Experience, Bonneville Street and Charleston Boulevard.
- c. Establish shared parking structures to provide the opportunity of common shared facilities that generate pedestrian movement between parking and land uses.
- d. Boulder Street will be closed to vehicular traffic and become a pedestrian-only public plaza featuring public art.
- e. First Street will be reduced to one lane in each direction. Sidewalks shall be ten (10) feet wide with chokers located at all intersections, not including the five foot (5') amenity area. Parking will be parallel on both sides of the street. Enhanced streetscape amenities may be required (Graphic 5).
- f. The Regional Transportation Commission has proposed a ACE Rapid Transit route and fixed guideway rail system for downtown to be implemented in the near future (Map 9). Additional right-of-way may be required along route.
- g. Landscaping and streetscape is required along all city streets (see district design standards).
- h. To permit the required 10-foot sidewalk and five foot amenity area all buildings shall be set back five feet from the property line along:
 1. Both sides of Casino Center Boulevard between Charleston Boulevard and Ogden Avenue.
 2. Both sides of Third Street between Charleston Boulevard and Imperial Avenue.

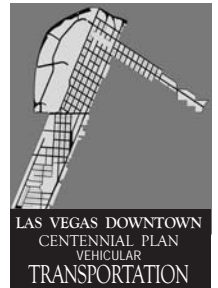
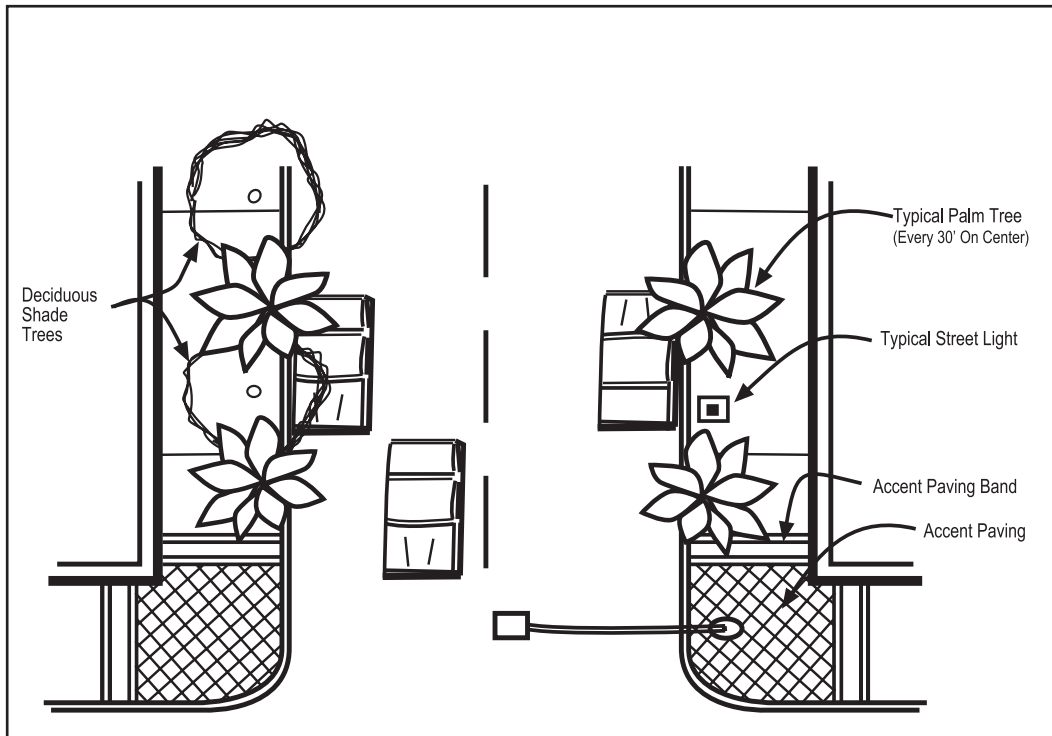


GRAPHIC 5: FIRST STREET CROSS SECTION

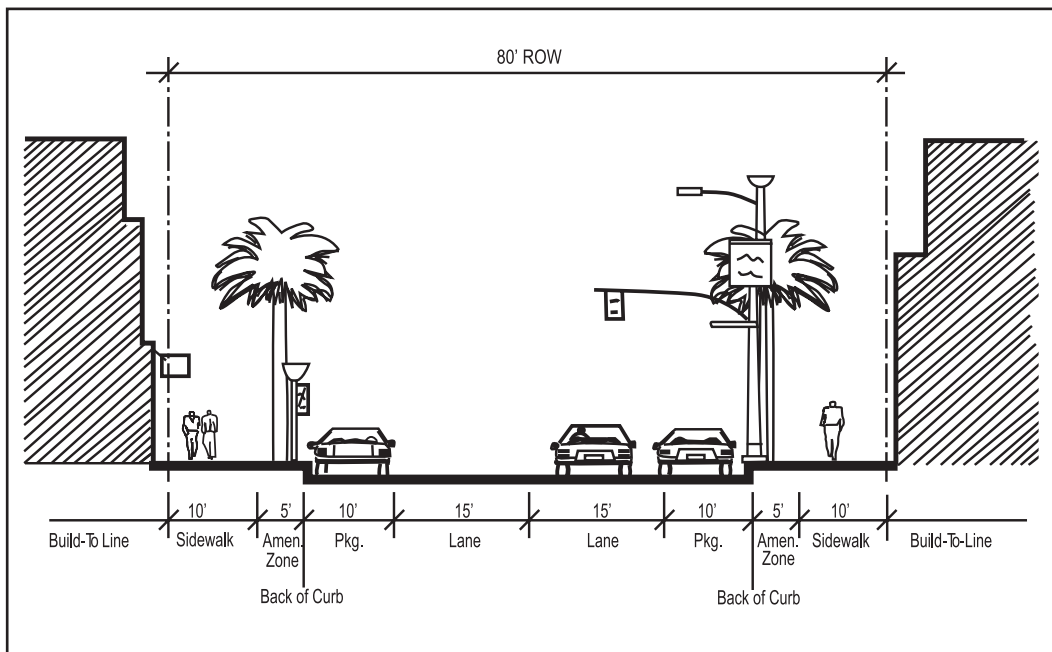


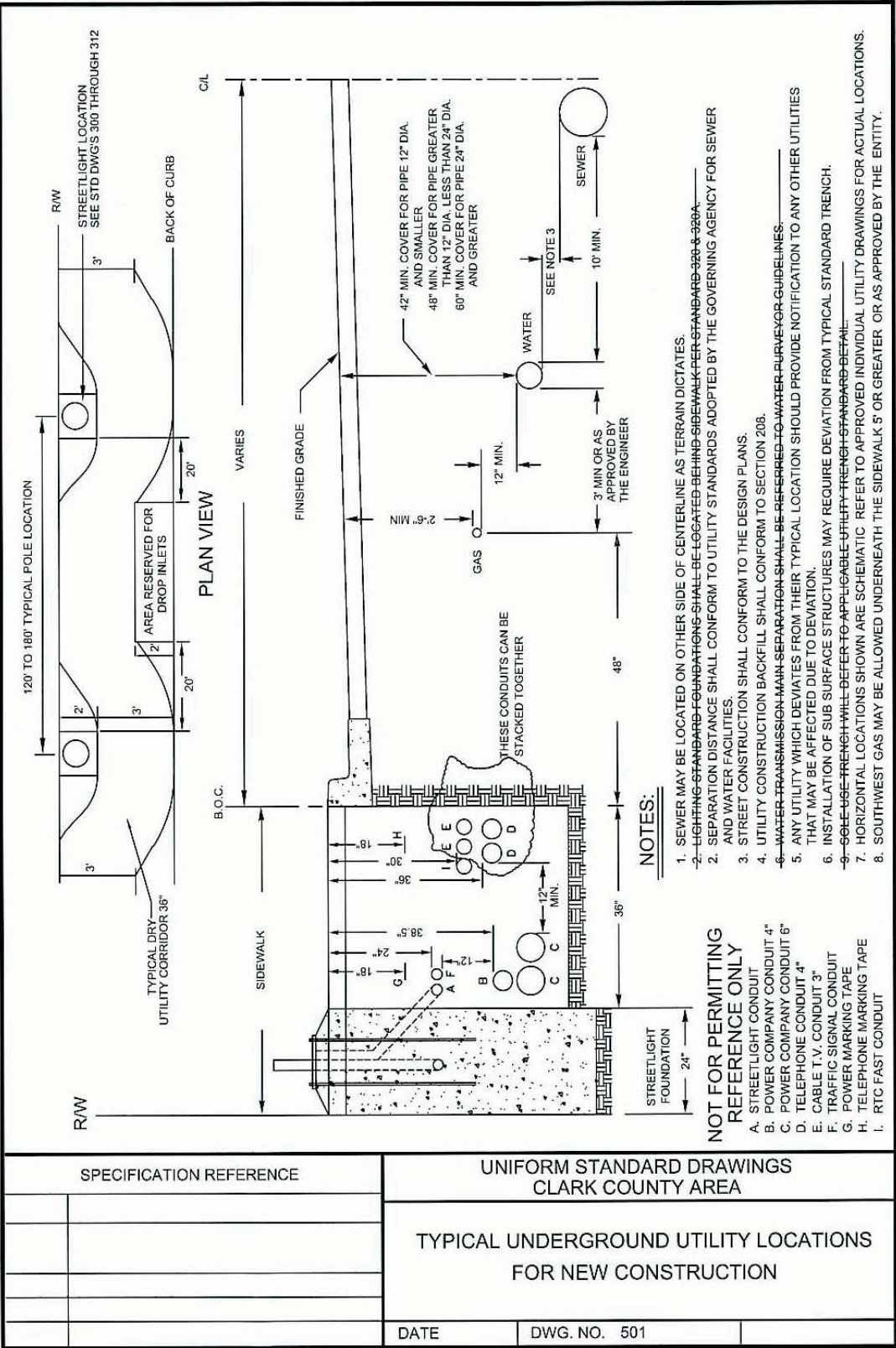


PLAN VIEW

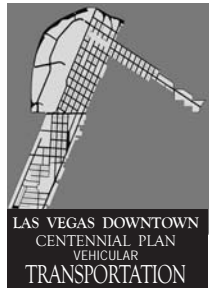
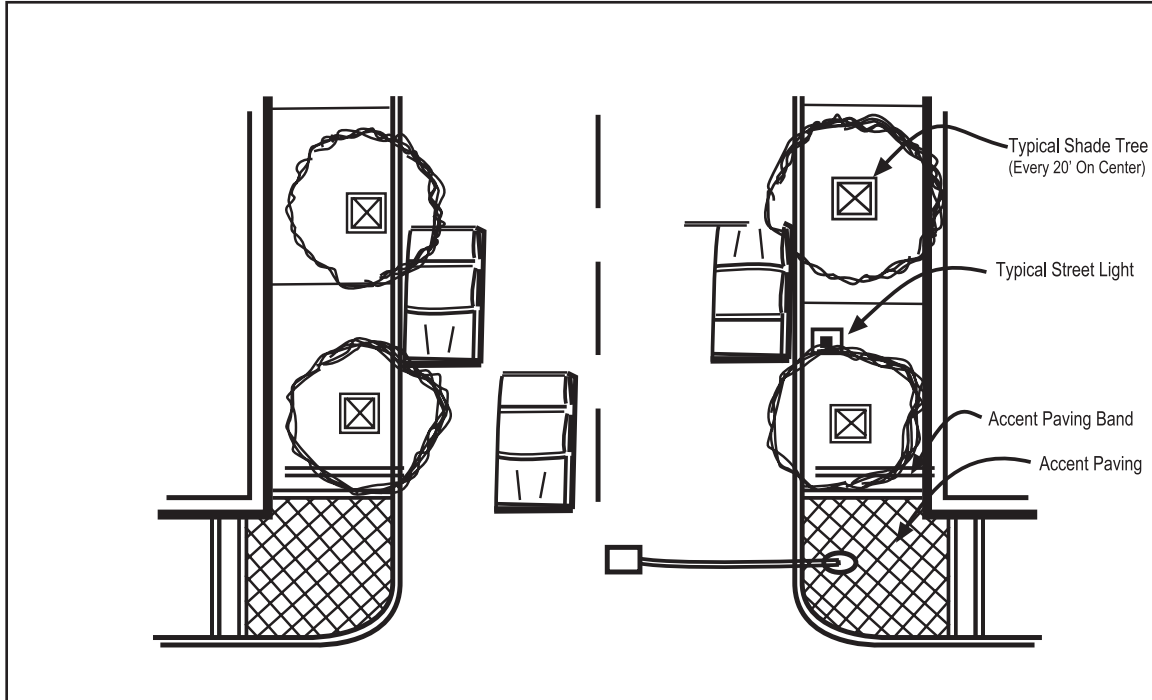


STREET SECTION

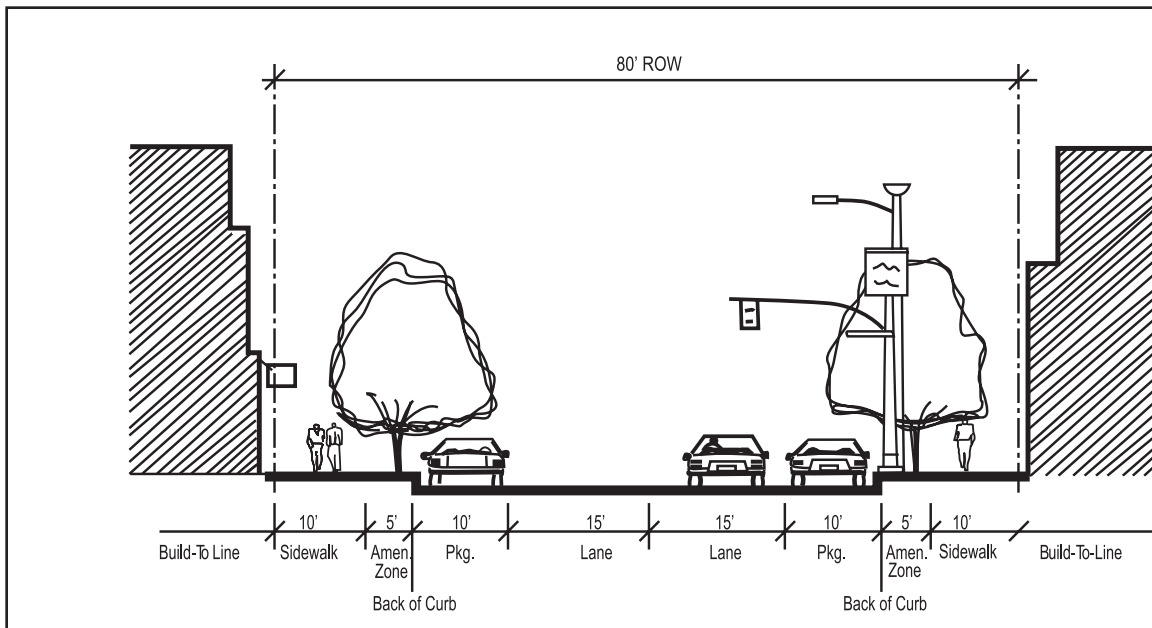




PLAN VIEW



STREET SECTION





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VI. DEFINITION OF DOWNTOWN DISTRICTS

For the purpose of this Plan, Downtown Las Vegas has been divided into ten distinct and recognizable districts (Map 5). Each district has a particular variety of land uses, density, and urban characteristics demonstrated by the existing building fabric it contains and the redevelopment opportunities it presents. All ten districts are small enough to be walkable enclaves unto themselves, yet the continuity of general design standards and streetscape design will weave them together into a continuous downtown urban experience.

District 1: Office Core – The Office Core District, which contains a concentration of legal and court-related professional functions, is the primary focus of the District. It is bound by the eastern edge of the Union Pacific Railroad right-of-way on the west, the centerline of Bridger Avenue between the tracks and properties on the west side of Las Vegas Boulevard on the north, the western property line of properties on Las Vegas Boulevard to Garces on the east, and the centerline of Garces Avenue on the south.

District 2: Downtown Gateway – This district is the entry way into downtown from the north and US-93/95. The district is intended to be developed as an intense tourist commercial district with hotel/casinos acting as the anchor for the area. The District is bounded by US-93/95 on the north, the properties on the east side of Seventh Street on the east, Ogden Avenue on the south and Casino Center Boulevard on the west.

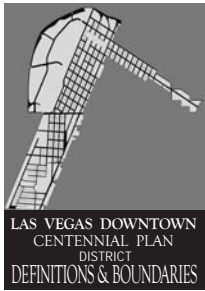
District 3: Downtown South – The downtown South District is a mixed-use area containing a wide variety of land uses and density of existing utilitarian buildings. The District is bound by the eastern edge of the Union-Pacific Railroad right-of-way on the west, the centerline of Garces Avenue on the north, the western property line of the properties on the western side of Las Vegas Boulevard to Wyoming on the east, and the centerline of Wyoming Avenue on the south. The District also includes the two block area bounded by Garces and Hoover on the west side of Sixth Street.

District 4: "18b" The Las Vegas Arts District – is surrounded by the Downtown South District but has its own standards. The District is bound by the centerline of Hoover Avenue on the north; the centerline of Commerce Street from Hoover Ave. to Charleston Boulevard and then the centerline of Main Street to Colorado Avenue on the west; properties on the south side of Colorado Ave. from Main St. to Fourth Street on the south; and the centerline of Fourth St. from Colorado



Ave. to the centerline of Charleston Blvd. and then the centerline of Las Vegas Boulevard from Charleston Blvd. to Hoover Ave. on the east.

District 5: Parkway Center – Parkway Center District encompasses a large part of the former Union Pacific railroad yards and once was the center of Las Vegas' industrial area. It is poised to become the heart of the expanded downtown urban area and is bounded by Interstate 15 on the west, Interstate 515 on the north, the centerline of Grand Central Parkway to Bonneville Avenue, then Bonneville Avenue to the Union Pacific Railroad right-of-way on the east and then the centerline of Charleston Boulevard on the south.



District 6: Central Casino Core – The Central Casino Core is home to the classic and historic Las Vegas casinos of Glitter Gulch. It is bounded by the eastern side of the Union-Pacific Railroad Right-of-way on the west, Interstate 515 on the north, the western property line of the properties on the west side 8th Street to Bridger on the east and then the centerline of Bridger on the south.

District 7: Northern Strip Gateway – The Northern Strip Gateway is centered by the Stratosphere Tower Hotel and Casino. The boundary is the centerline of Sahara Avenue on the south, the east side of the Union-Pacific Railroad Right-of-Way on the west, the centerline of Wyoming Avenue on the north and the properties on the west side of Las Vegas Boulevard on the east.

District 8: East Village – The East Village District is the traditional area of the downtown. The boundary is the centerline of Las Vegas Boulevard on the west, the centerline of Odgen Avenue to Fifteenth Street, then the properties on the north side of Fremont Street for the north, the centerline of Eastern Avenue on the east and the properties on the south side of Fremont Street to Fifteenth Street and then the centerline of Carson Avenue to Las Vegas Boulevard on the south.

District 9: The Fremont East District – The Fremont East District anchors the western section of the East Village District and is bound by the centerline of Las Vegas Boulevard on the west, the centerline of Ogden Avenue on the north, the centerline of Seventh Street on the east and the centerline of Carson Avenue on the south.

District 10: Symphony Park – (Refer to CC Ordinance #5875, Bill 2006-68 adopted January 3, 2007, and as amended). The 61-acre parcel is a critical element in the City's renaissance plan. It will be a new urban environment of the downtown area and one of the first ever, LEED certified neighborhoods in the country.

VII. DESIGN STANDARDS PER DISTRICT

A: OFFICE CORE DISTRICT (MAP 10).

1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project.

All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

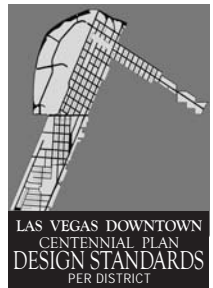
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

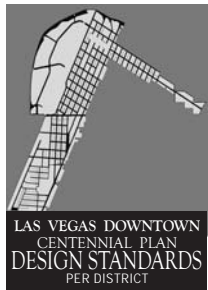
g. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

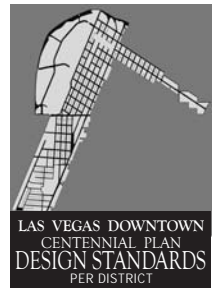
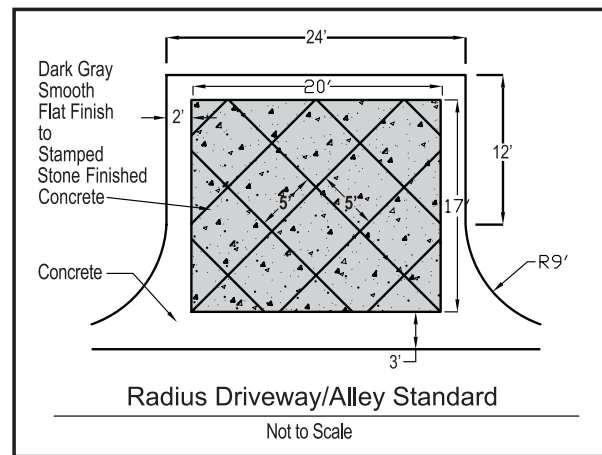
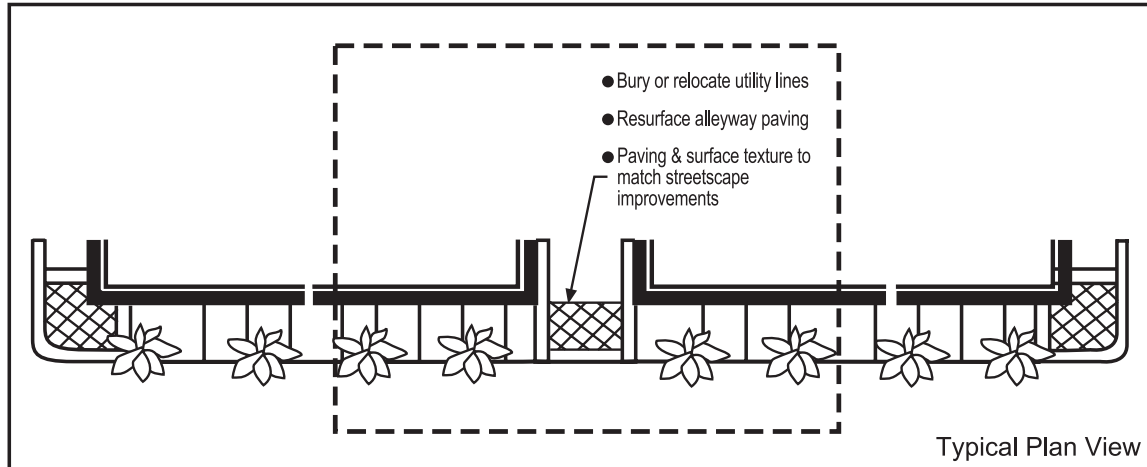
2. Permitted Uses.

Per Title 19.04.010 Land Use Table.





MAP 10: OFFICE CORE DISTRICT



3. Parking and Related Standards.

a Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

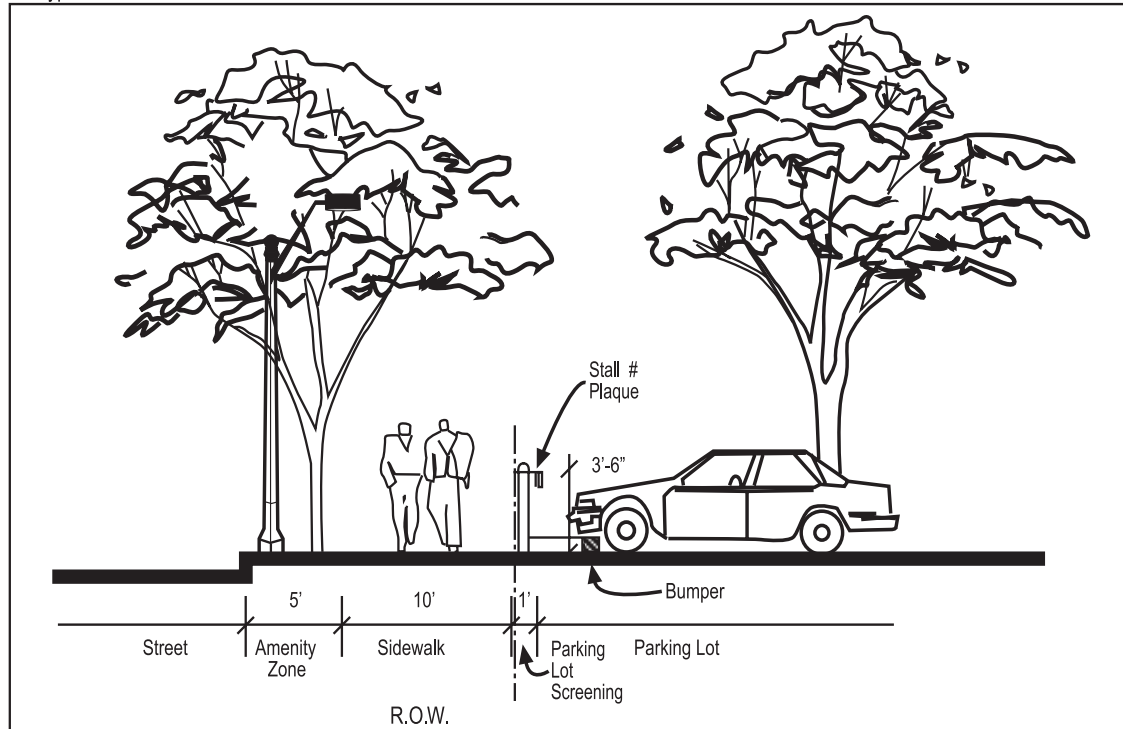
When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

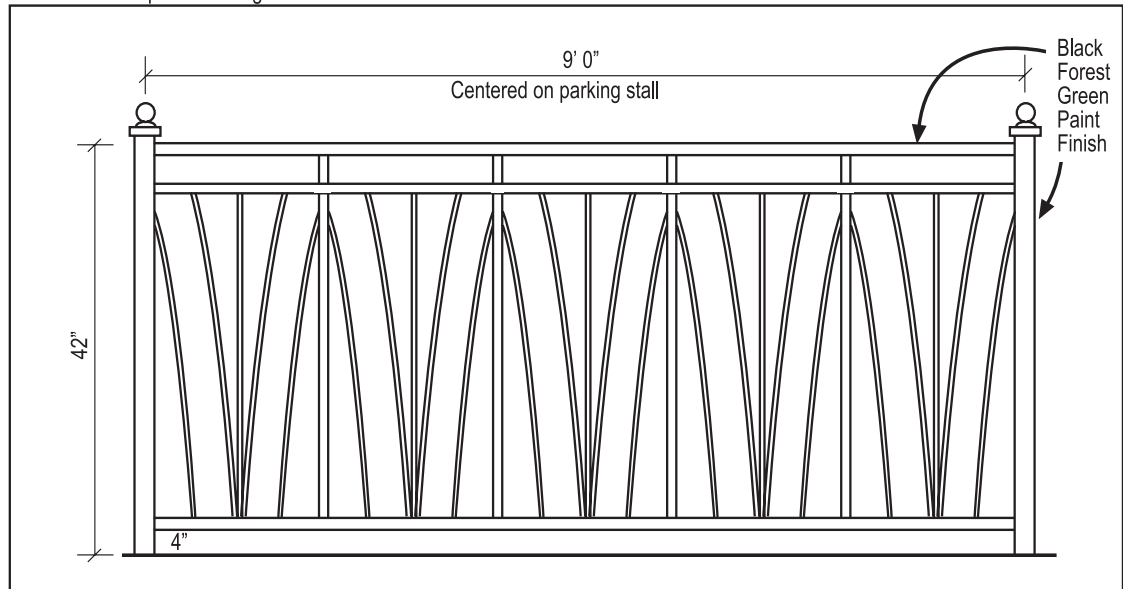
Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the

Typical Street Section



Standard Required Parking Lot Screen Detail





architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

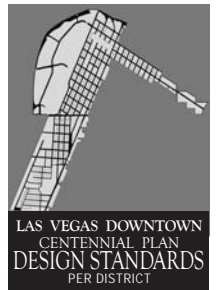
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping / streetscape.

i. On-Street Valet Parking.

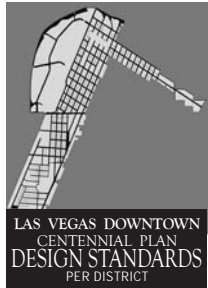
On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

4. Streetscape Standards.

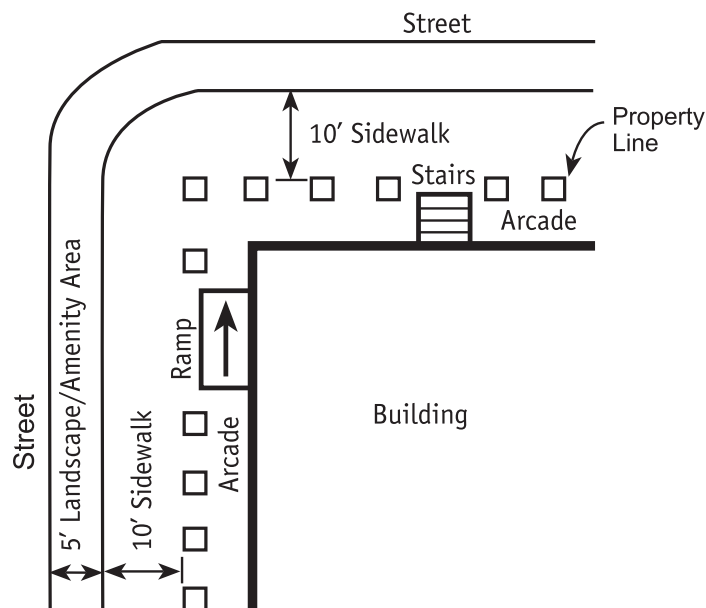
a. Right-of-Way Improvements.

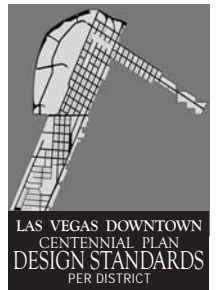
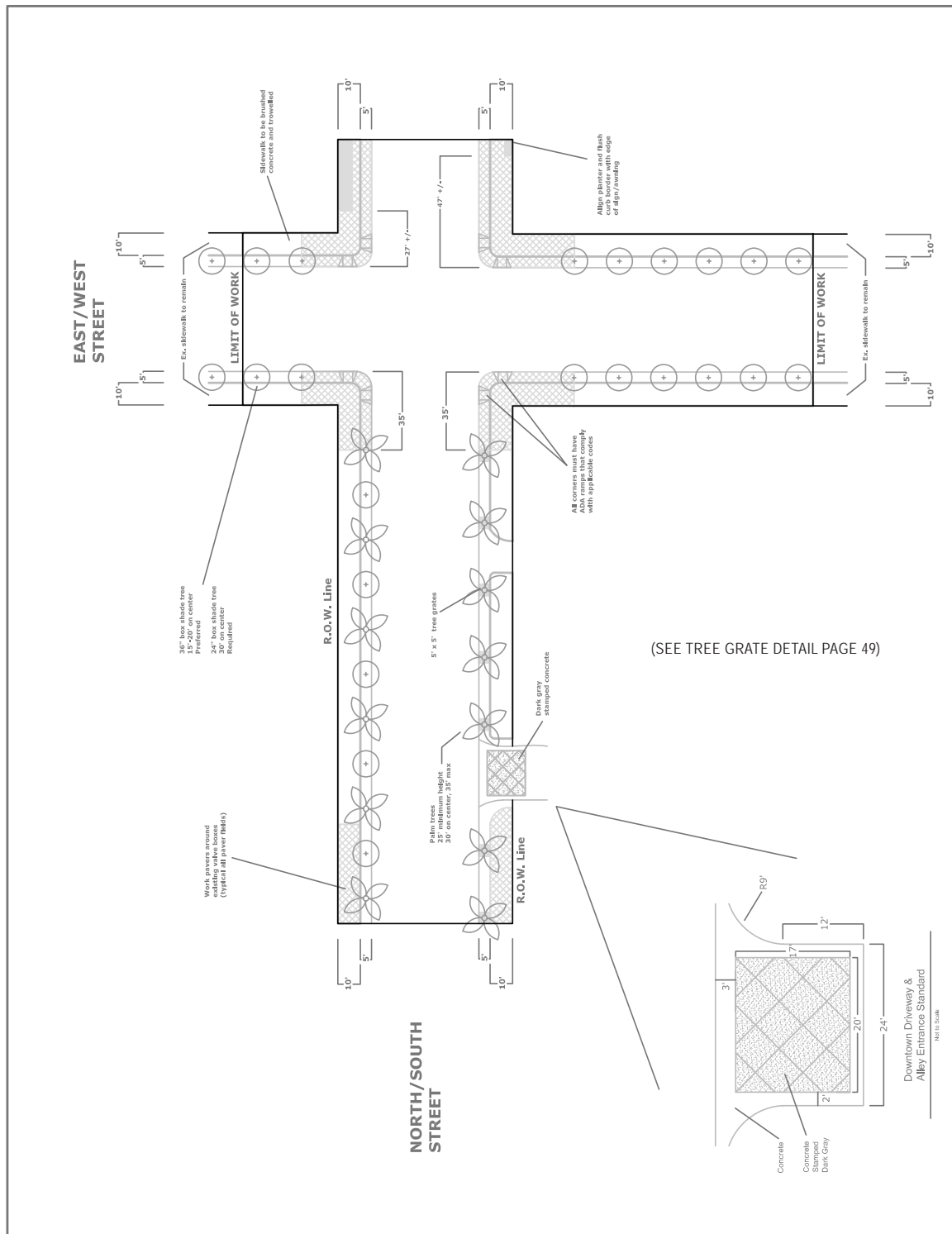
All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

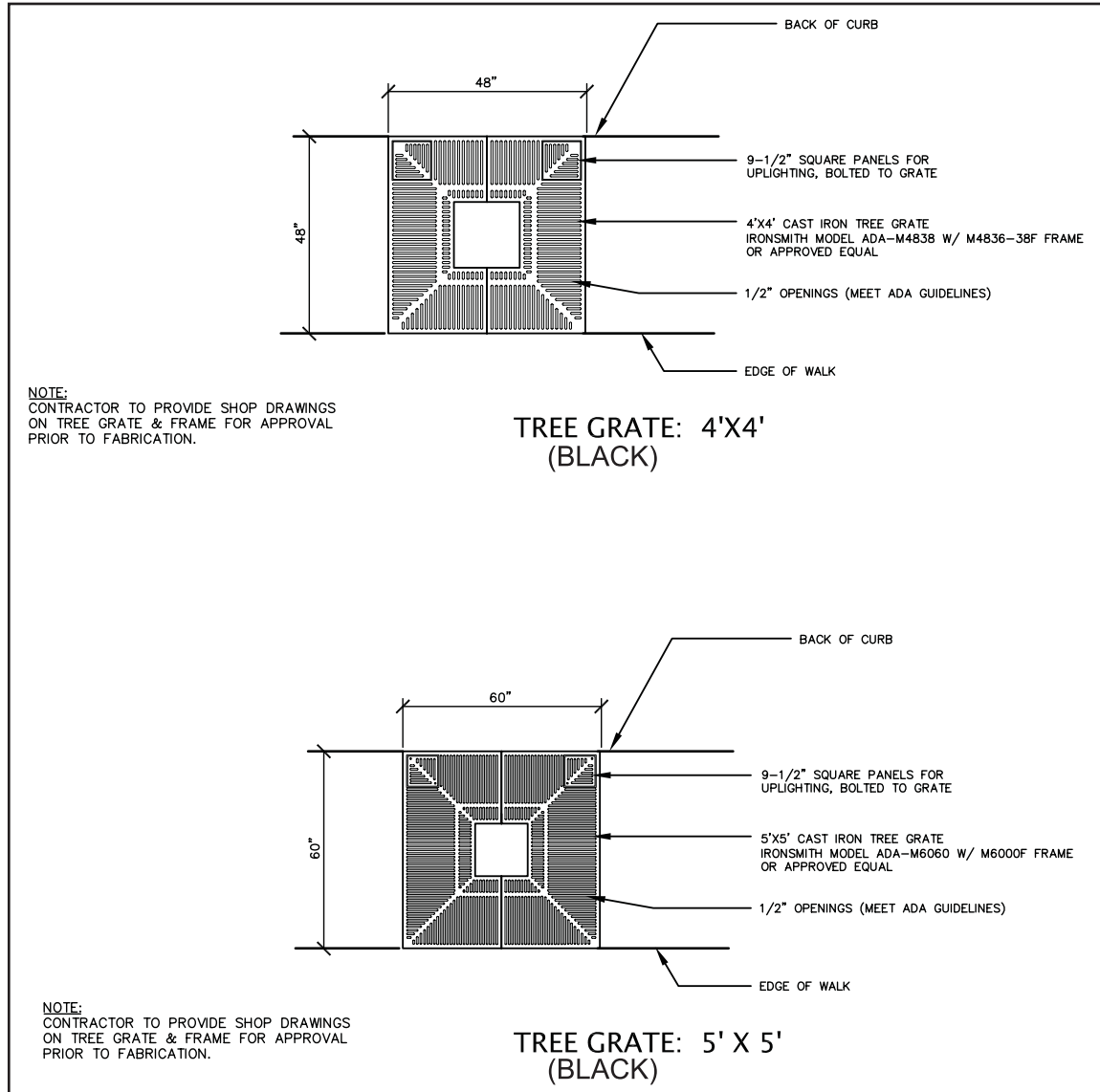
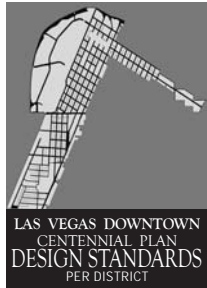
The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).



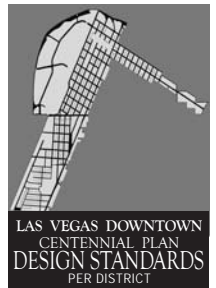
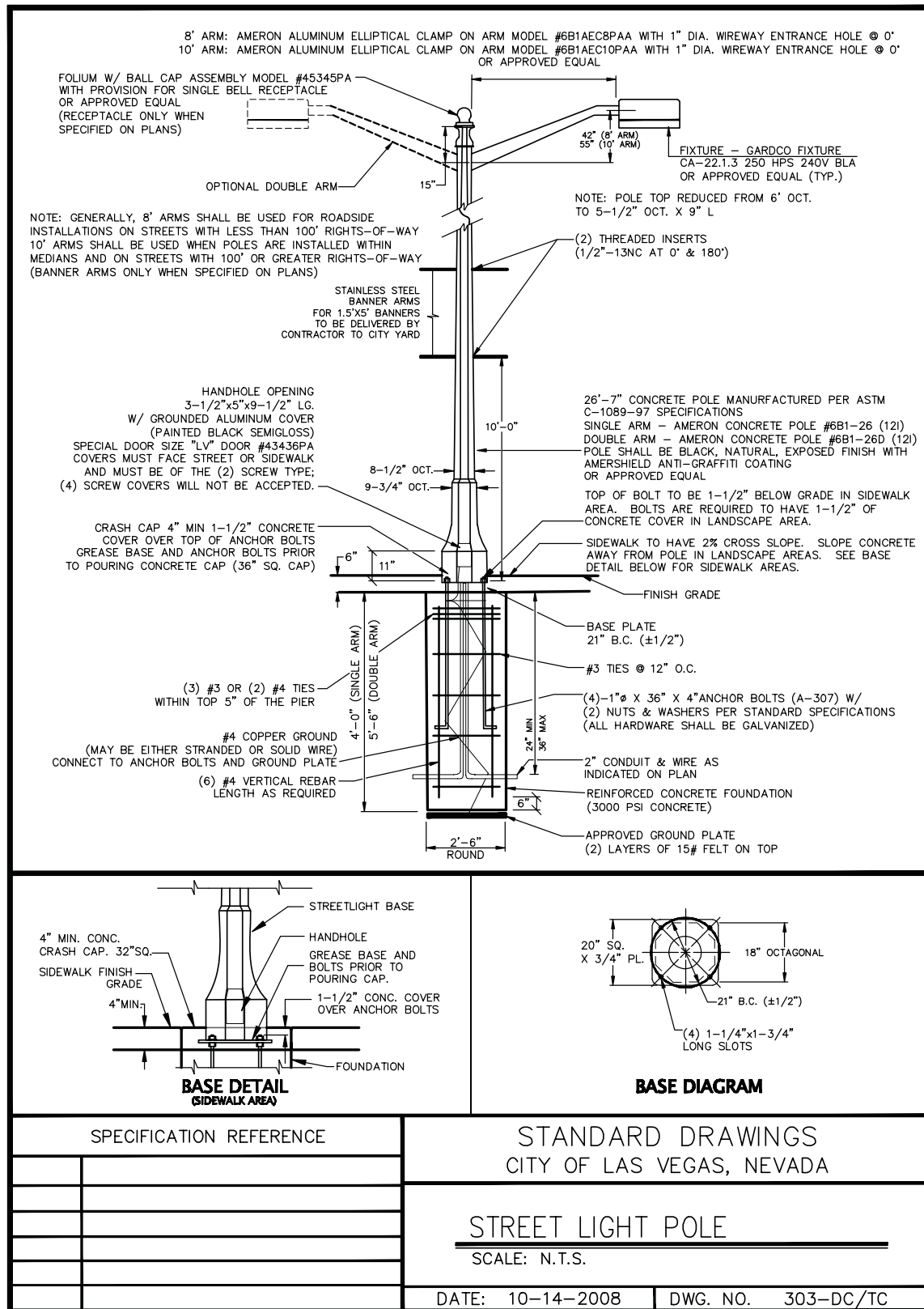
GRAPHIC 12: SIDEWALKS

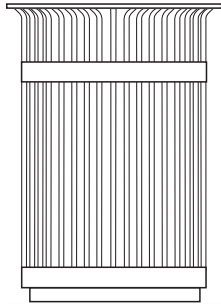
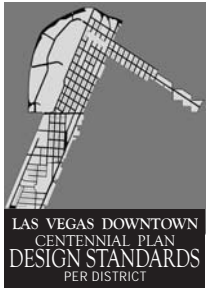






* When required tree(s) that are larger than above openings, a similar designed tree grate may be used.





Trash Receptacles

Specifications:

FRAME:

Solid steel flatbar fabrication

LINER:

Heavy duty plastic

INSTALLATION:

May be fastened to concrete using anchor plates provided in base

DIMENSIONS:

26.5 in. (66cm.) diameter x 38 in. (95 cm.) height

CAPACITY:

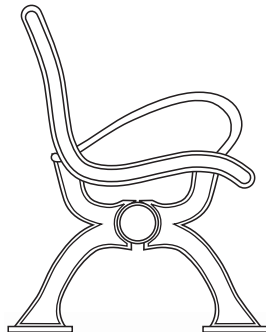
32 gallon

WEIGHT:

170 lb. (77 kg.)

COLOR:

Black



Benches

Specifications:

ENDS:

One-piece end castings of grey iron

Plastic slats 2.75 in. (7cm.) x 1.125 in. (2.75cm.)

LENGTH:

5ft. (50in. / 147 cm.)

DIMENSIONS:

Height: 32 in. (81cm.)

Seat height: 16.5 in. (41cm.)

Depth: 30 in. (76cm.)

COLOR:

Black



The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public

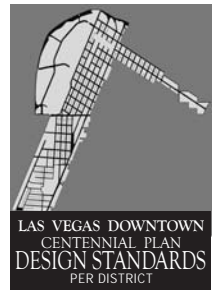


PHOTO 17: SIDEWALKS

Southern Live Oak, Shoestring Acacia, or African Sumac, Ash and Pistache were chosen due to their low water use, rapid growth ability and expansive shade canopy as shown in this photo.



Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees

as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals. (Photo 17)

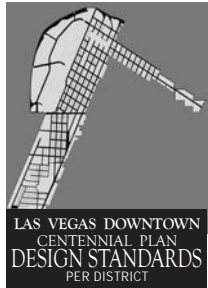
d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

e. Bus Turnouts.

Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

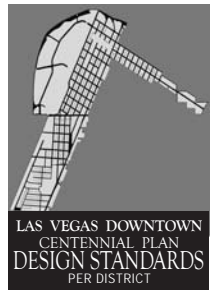
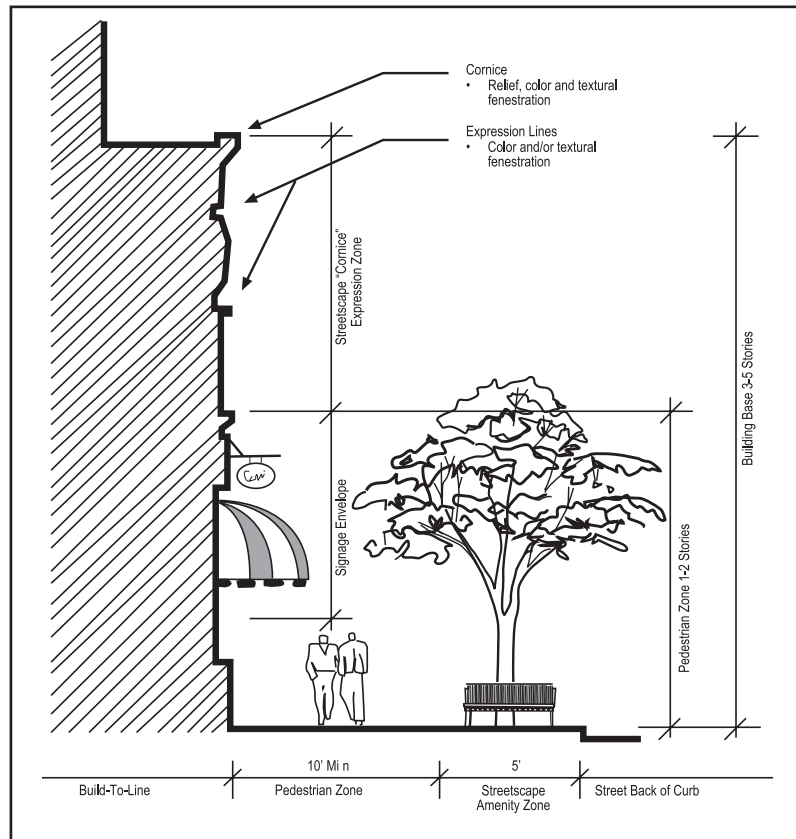
As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.



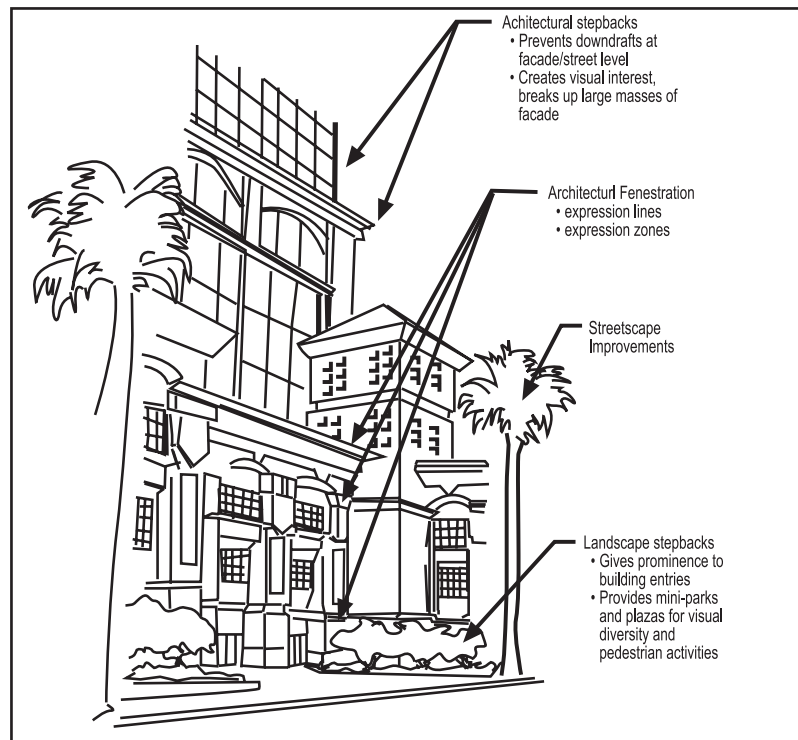
5. Architectural Design Standards.

- a. Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b. An articulated roofline and /or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c. Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and /or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 18).
- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and /or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and /or through the use of canopies or awnings, etc. (Graphic 18).

GRAPHIC 17: BUILDING FACADE AT STREET LEVEL



GRAPHIC 18: BUILDING MASSING AND SETBACKS



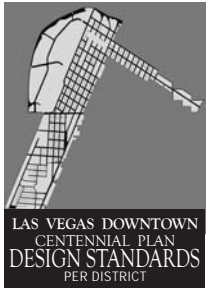
- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.

6. Signage Standards.

- a. The design, installation, and maintenance of all signs shall be in full conformance with Title 19.14, Sign Standards as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District. All signage subject to review and approval by Downtown Design Review Committee.

7. Landscape Standards.

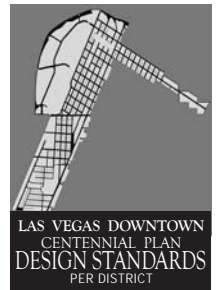
- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in its landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.



- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

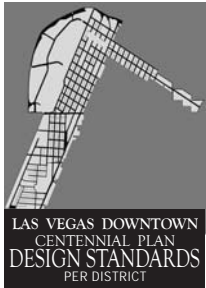
8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a non-residential, commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:
 - 1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.
 - 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.
- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
 - 1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on



the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.

2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

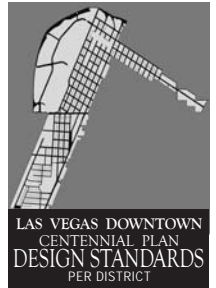
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

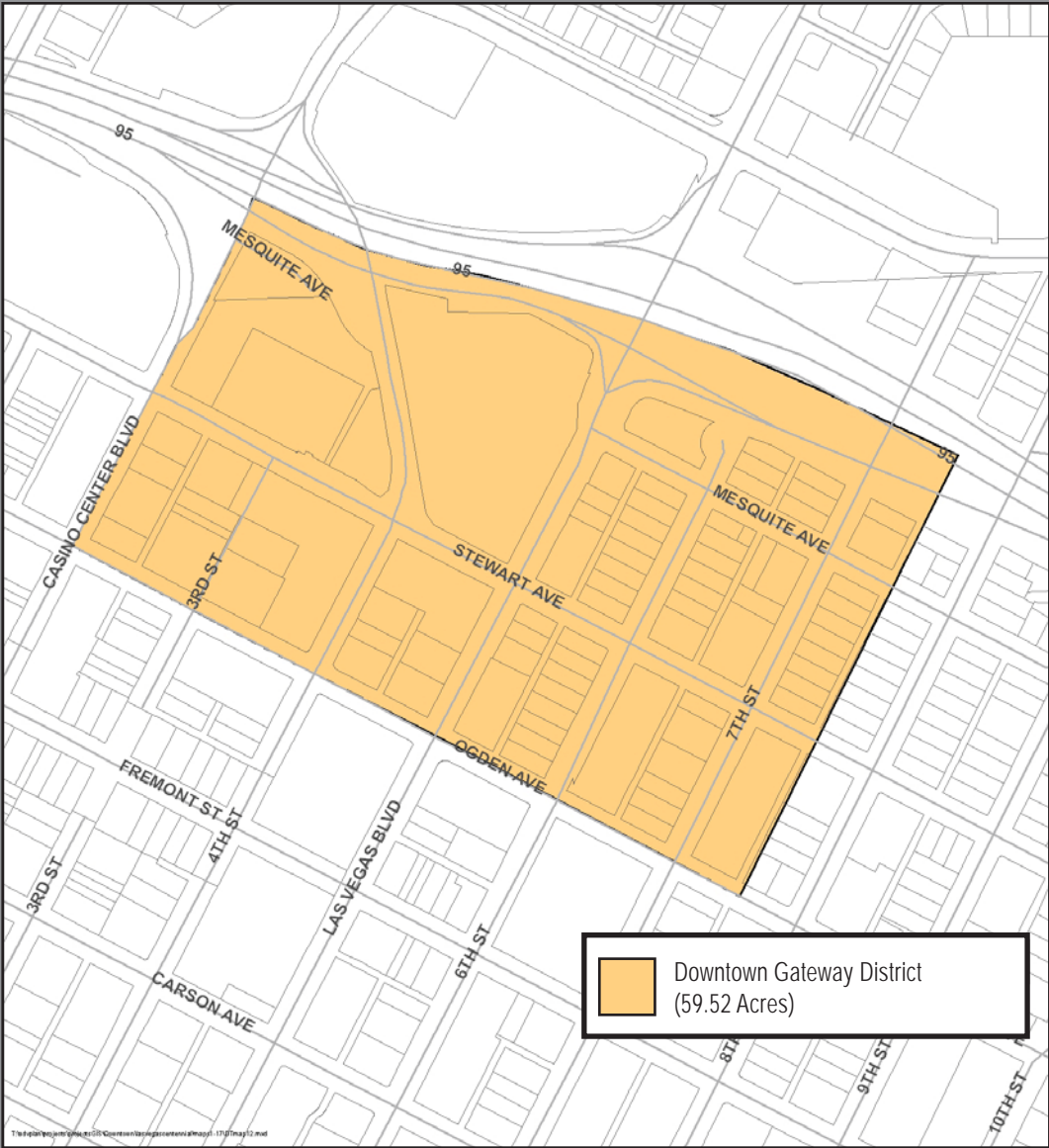
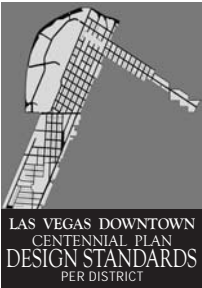
g. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.





MAP 11: DOWNTOWN GATEWAY DISTRICT

3. Parking and Related Standards.

a Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

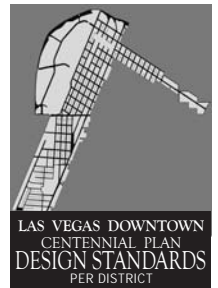
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping / streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

4. Streetscape Standards.**a. Right-of-Way Improvements.**

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

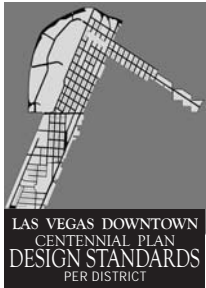
The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.



b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals. (Photo 17)

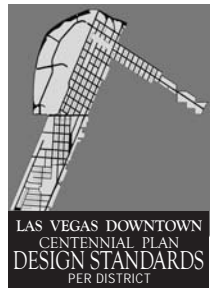
d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

e. Bus Turnouts.

Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

**5. Architectural Design Standards.**

- a.** Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b.** An articulated roofline and /or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c.** Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and /or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 17).



- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and/or through the use of canopies or awnings, etc. (Graphic 17).
- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.

6. Signage Standards.

- a. The design, installation and maintenance of all signs shall be in full conformance with Title 19.06.180 as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District.
- c. All signage is subject to review and approval by the Downtown Design Review Committee (DDRC).

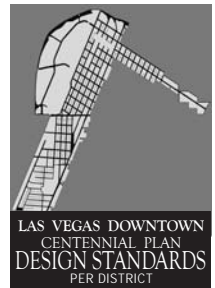
7. Landscape Standards.

- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.

- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in it's landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

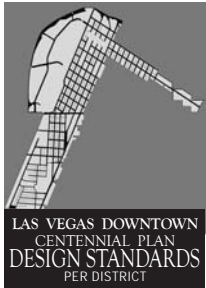
8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
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 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.
 - 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must



be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.

- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
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 2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
 3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



1. Site Planning Standards.

a. **Setbacks.**

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. **Lot Coverage.**

Lot coverage shall be limited only by setback requirements.

c. **Height.**

Height limits are not automatically applied as called for in Title 19.08.

d. **Service Area.**

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. **Utilities.**

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. **Alleys.**

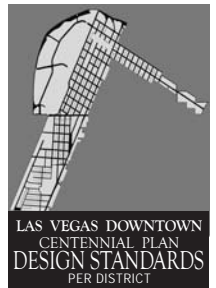
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

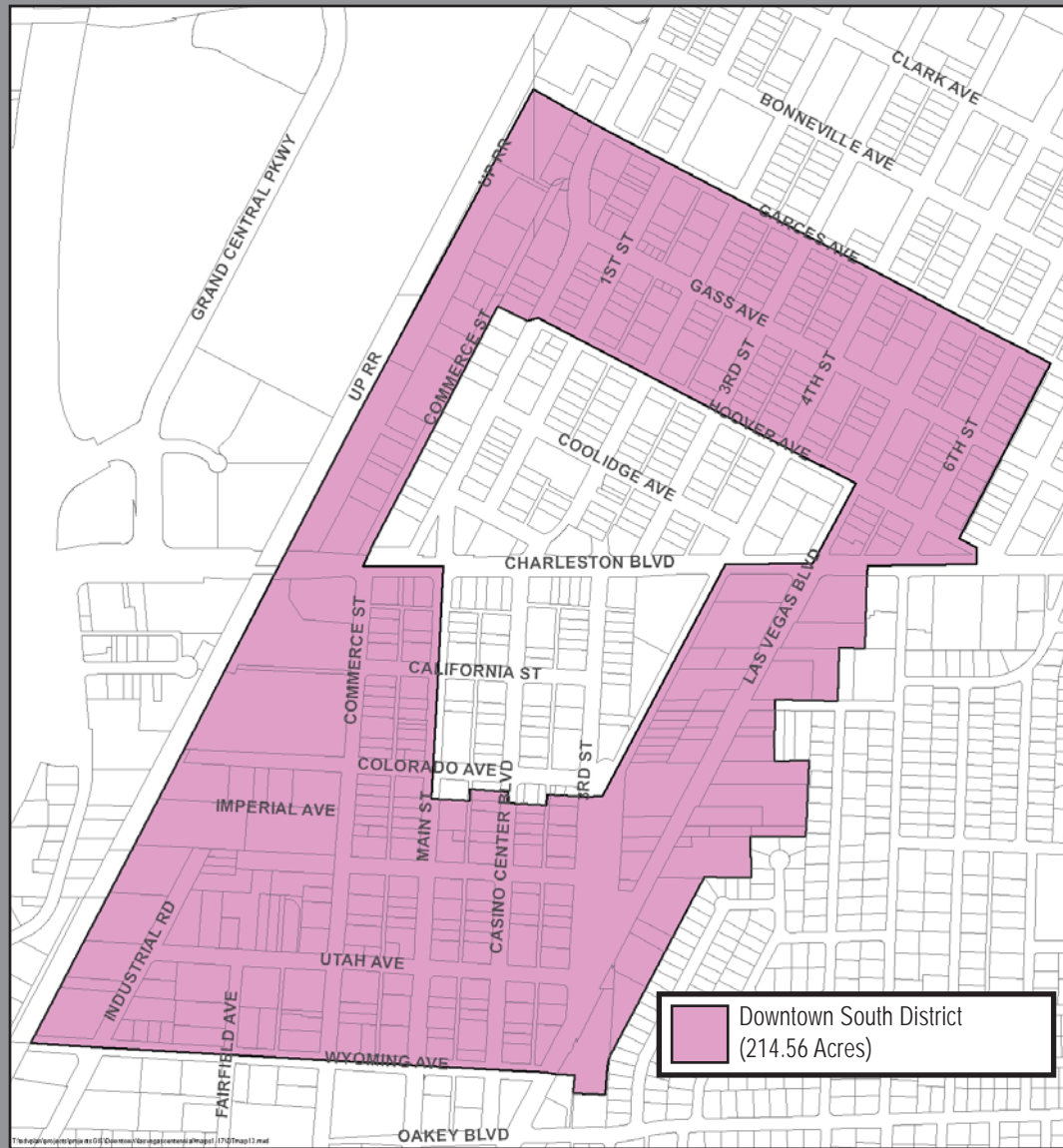
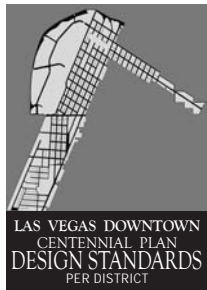
g. **Encroachments.**

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

h. **Fences/Walls.**

Fences/walls may be up to eight feet (8') as measured from the finished grade of the property for non-residential properties. Walls must be decorative in nature with a minimum of 20 percent contrasting material





MAP 12: DOWNTOWN SOUTH DISTRICT

for all C-M, and M zoned property. No perimeter landscape is required for non-residential properties. Residential properties must adhere to Title 19.08.040.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.

3. Parking and Related Standards.

a. Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

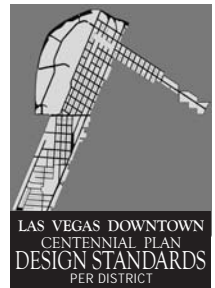
f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.



Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.

h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping / streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

4. Streetscape Standards.

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All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

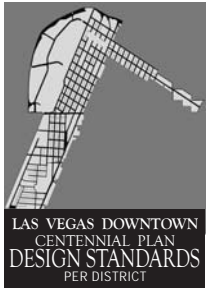
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East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals. (Photo 17)

d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

e. Bus Turnouts.

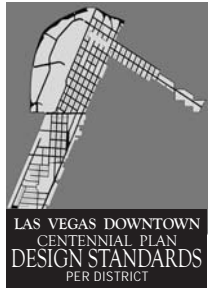
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5. Architectural Design Standards.

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- b. An articulated roofline and /or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
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- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.

6. Signage Standards.

- a. The design, installation, and maintenance of all signs shall be in full conformance with current Title 19.14, Sign Standards as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District, and shall be reviewed by the Downtown Design Review Committee.

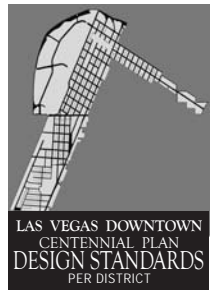
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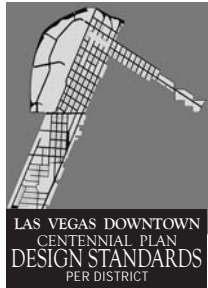
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- f. When a project is proposed with turf in its landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
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1. Site Planning Standards.

a. Setbacks.

All structures located in 18b The Las Vegas Arts District are exempted from the automatic application of the building setbacks called for in Title 19.08. This exemption does not prohibit the Planning Commission or the City Council from imposing a setback in connection with the approval of a Site Development Plan.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

g. Encroachments.

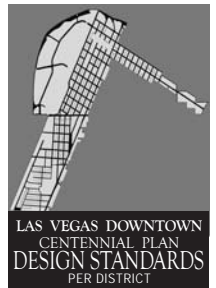
No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

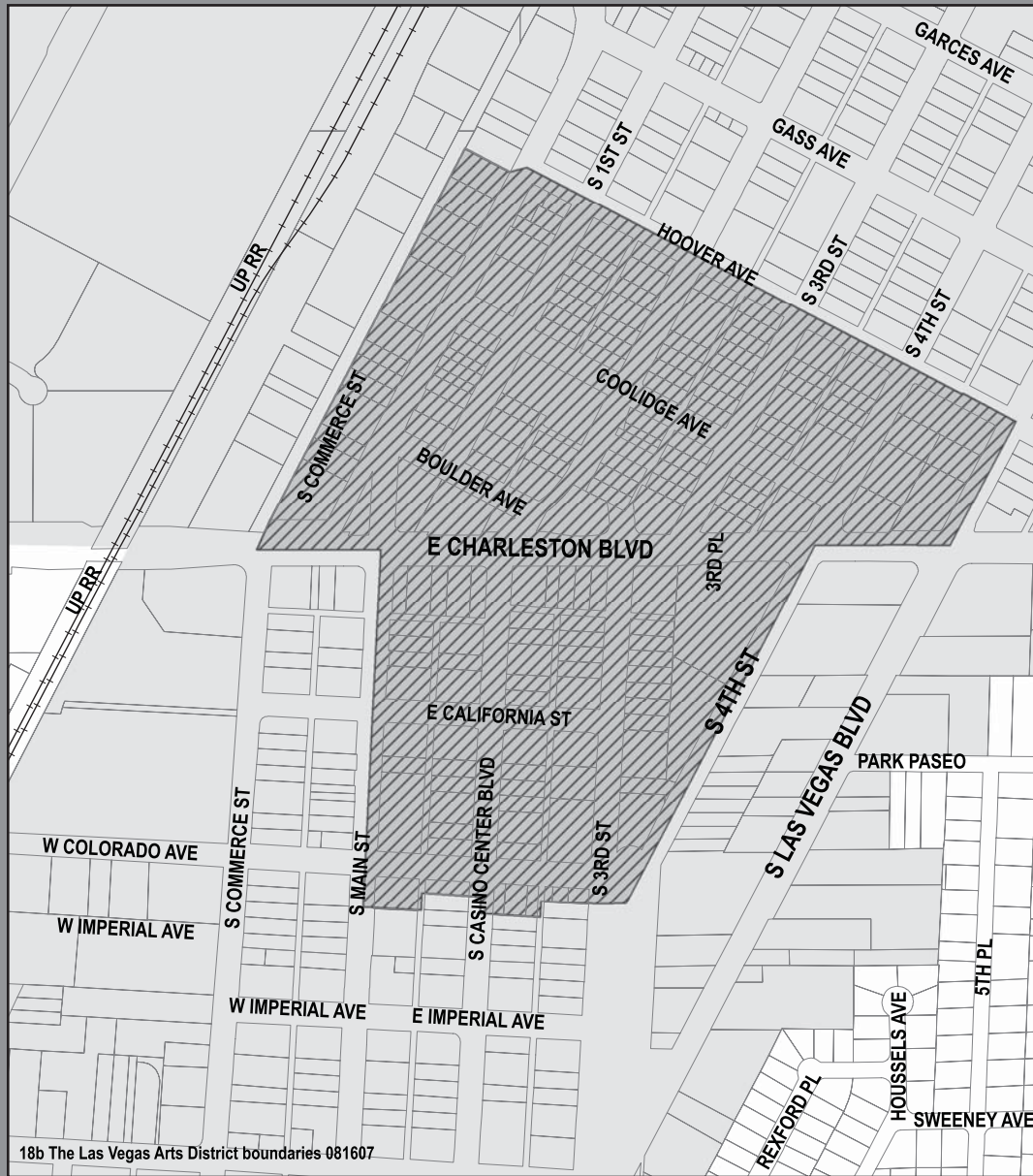
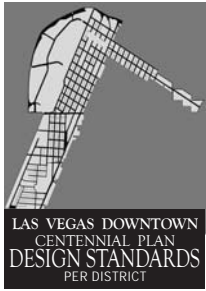
2. Permitted Uses:

(Definitions found in Title 19.20)

1. Residential and Lodging Uses

- Condominium
- Home Occupation
- Hotel or Motel
- Multifamily





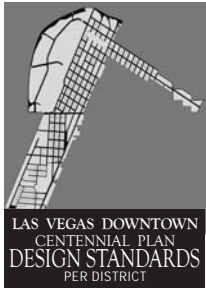
 18b The Las Vegas Arts District
(70.86 Acres)

 Downtown Districts

MAP 13: 18b THE LAS VEGAS ARTS DISTRICT

- Single Family-attached
 - Mixed-Use (Special Use Permit required)
 - Townhouse
 - Limited Timeshares and Fractional Ownership (Special Use Permit required)
 - Live/Work
2. Institutional and Community Service Uses
- Child Care Center
 - College, University or Seminary (Special Use Permit required)
 - Government Facility
 - Library, Art Gallery or Museum-Public and Private
 - Music Conservatories, Dance Schools and Art Instruction
 - Public or Private School, Primary (Special Use Permit required)
 - Public or Private School, Secondary (Special Use Permit required)
3. Office and Professional Uses
- Financial Institution without Drive-through
 - Hypnotherapy
 - Medical Office
 - Office, Other than Listed
4. Recreation, Entertainment and Amusement Uses
- Billiard Parlor or Pool Hall (Special Use Permit required)
 - Commercial Amusement/Recreation - indoor
 - Health Club
 - Night Club (Special Use Permit required)
 - Private Club, Lodge or Fraternal Organization
 - Public Park or Playground
 - Performing Arts and movie theaters
 - Horse-drawn carriage rides (Special Use Permit required)
5. Retail and Personal Services
- Antique/Collectible Store
 - Astrologer, Hypnotist, or Psychic Art and Science (Special Use Permit required)
 - Banquet Facility
 - Catering Service
 - Copy Center
 - Dry Cleaners
 - General Personal Service
 - General Retail, other than listed, 3,500 sq. ft. or less.
 - Hotel Lounge Bar (Special Use Permit required)





- Jewelry Store, Class III (Special Use Permit required)
- Jewelry Store, New
- Laundry, Self-Service
- Liquor Establishment-Tavern (Special Use Permit required)
- Massage, Accessory Use
- Museum or Art Gallery-Private
- Restaurant with Service Bar (Special Use Permit required)
- Restaurant, 2,000 sq. ft or more, w/o Drive-Through
- Restaurant 2,000 sq. ft. or less, w/o Drive-Through
- Sale of new and used vehicles within an entirely enclosed building, with no automotive repair (Special Use Permit required)
- Supper Club (Special Use Permit required)
- Tattoo Parlor/Body Piercing Studio (Special Use Permit required)
- New and used Books
- New and Used/Vintage Clothing
- New and Used CD's/Records/Videos
- Urban Lounge (Special Use Permit required)
- Wedding Chapel

6. Commercial and Business Services

- Desktop Publishing
 - Electrical, Watch, Clock, Jewelry and Similar Repair
 - Off-Premise Advertising Sign (Special Use Permit required)
- In addition to the complying with all criteria listed in Title 19, Off-Premise Advertising Signs, shall be directly mounted to and flush with the wall of a structure, and shall not be freestanding, mounted on top of a roof, or project past the walls or roof of a building.

7. Industrial and Manufacturing

- Light Assembly and Fabrication
- Printing and Publishing

8. Wholesale, Distribution and Storage

- Wholesale Showroom Facility

9. Utilities, Communications and Transportation

- Monorail (Special Use Permit required)
- Mounted Antenna of 15' or less
- Surface Parking Lot
- Parking Structure
- Recording Studio

3. Parking and Related Standards.

a Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

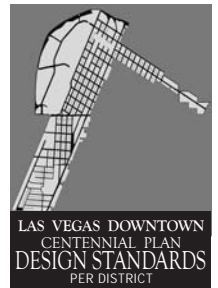
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



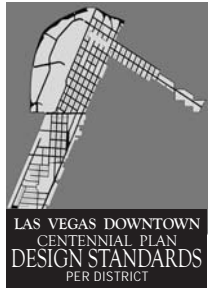
h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping/streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

**4. Streetscape Standards.****a. Right-of-Way Improvements.**

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals.

d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

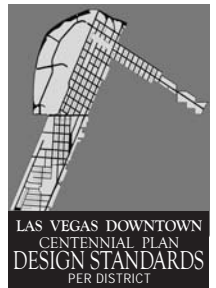
e. Bus Turnouts.

Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

5. Architectural Design Standards.**a. Façade Configuration.**

The goal of the Arts District is to encourage building design that contributes to the quality of life in an active, aesthetically considered manner. Street level design should enliven the street with visual continuity of activity from interior uses to the pedestrian experience. Extended, solid walls are discouraged at the street level. Wherever solid walls are present, surface treatment that contributes to the aesthetic character of the façade is encouraged to provide visual interest. This may include but is not limited to color, murals, surface articulation, texture, and graphics.



b. Shading/Climate Control.

The use of arcades, awnings, canopies, and other shade devices is required. The incorporation of misting systems at the pedestrian level is also strongly encouraged to complement the objectives of this plan.

c. Exterior Materials.

Exterior materials of all buildings shall contribute to the artistic character and quality of life of the District.

d. Screening Requirements.

Service areas (including storage, special equipment, maintenance, trash dumpsters and loading areas) shall be screened from pedestrian or street view with elements that contribute to the aesthetic expression of the building.

e. Service and Loading Areas.

All service and loading areas shall be positioned so service vehicles will not disrupt traffic flow to or from the site or within parking lots. No service, storage, maintenance or loading area may extend into a setback area.

f. Rooftop mechanical equipment.

No highly reflective material or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building view.

g. Reflective glass.

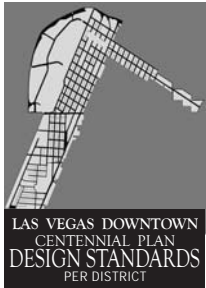
Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 shall be used on ground floors in all pedestrian-oriented areas.

h. Architectural Details

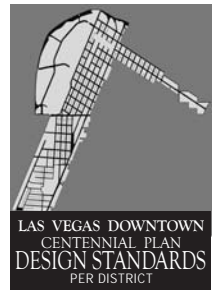
Architectural details shall be carried on all sides of a building

6. Signage Standards.

- a. In order to encourage a diverse and visually interesting environment, signage in the Arts District is exempt from the automatic application of size, type and area limitations. However, the exemption does not prohibit City staff, Planning Commission, and the City Council from imposing limitations on the approval of such signage. Construction, location, installation, maintenance and issuance of certificates for signage shall be in accordance with Title 19.14.
- b. For development that is subject to the Site Development Plan Review process as described in Title 19.18, signage shall be reviewed and approved as part of the development plan for the property.



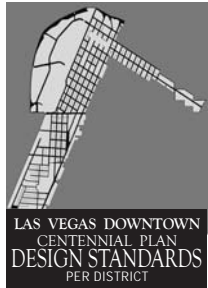
- c. For all other applications, signage shall be reviewed and approved by the Planning & Development Department staff.
- d. Signage shall reflect the arts-related nature of the district by incorporating artistic details, sculptural elements, three-dimensional features, ornate designs, or other similar expressive elements.
- e. Signage shall be consistent with the architectural character of the building to which it is attached or related.
- f. The size and area of the signage shall be appropriate to the business being advertised (Planning & Development Staff determine appropriateness).
- g. Wall signage shall be designed as an integral element of the façade and shall be appropriately sized and located relative to other façade elements.
- h. The signage may be internally or externally illuminated, provided it does not create unnecessary glare or pose impacts to residential units or abutting properties.
- i. Murals or other artistic treatments that do not contain a commercial message are not considered signage.
- j. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District, and shall be reviewed by the Downtown Design Review Committee.



7. Landscape Standards.

- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.

- f. When a project is proposed with turf in it's landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

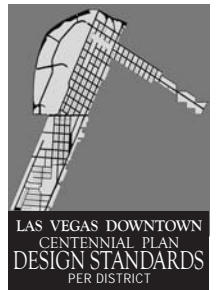


8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:
 - 1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.
 - 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.

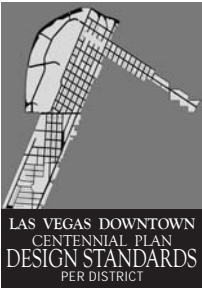
c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:

1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



9. Transit Corridor Design Standards.

- a. Properties that directly abut the Monorail right-of-way are subject to the Transit Corridor Design Standards.
- b. Residential development is not permitted on the first floor of such buildings.
- c. Buildings shall be a minimum of 3 stories or 45 feet high unless waived by City Council.
- d. Surface parking lots are not permitted within 600' of a monorail station.



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1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage. Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied in accordance with the requirements of Title 19.06.

d. Service Areas.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall be oriented away and screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of a development.

f. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

2. Permitted Uses. Only the following uses are permitted:

(Definitions found in Title 19.20)

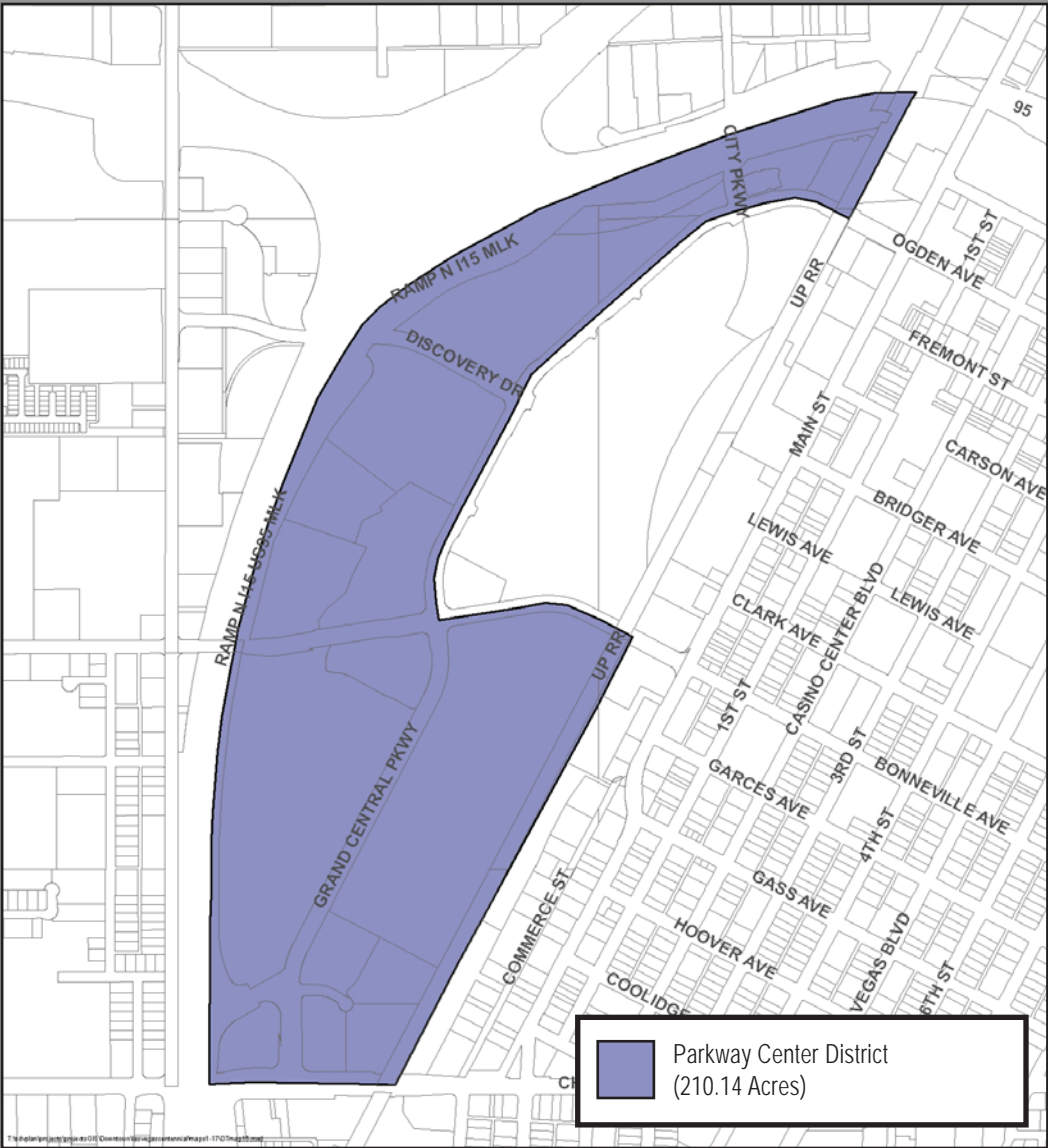
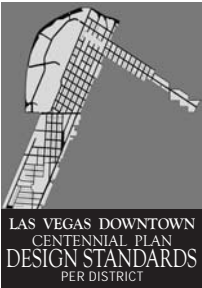
a. Residential and Lodging Uses

- Condominiums or Apartments
- Home Occupation
- Hotel

b. Institutional and Community Service Uses

- Museums
- Performing Arts Center
- Children's Day Care





MAP 14: PARKWAY CENTER DISTRICT

c. Office and Professional Uses

- Professional and General
- High-Technology
- Service
- Research and Development
- Major or Minor Medical
- Flexible Office/Work Space, Class B
- Internet and High-technology incubators
- Computer server farms
- Internet backbone facilities
- Government and Public Offices
- Bank/Credit Union/Savings and Loan/Trust

d. Recreation, Entertainment and Amusement Uses

- Casino/Hotels (only within Gaming Enterprise Overlay District)
- Nightclub
- Sports Stadium

e. Retail and Personal Services

- General Retail
- Convenience Retail
- Restaurant/Delicatessen/Coffee Shop/Bakery
- Health Club

f. Commercial and Business Services

- Off-Premise Advertising Sign (Special Use Permit required; may be freestanding or directly mounted to and flush with the wall of a structure)
- Trade Center/Wholesale and Retail Showrooms
- Exhibition Space
- Conventions

g. Industrial and Manufacturing

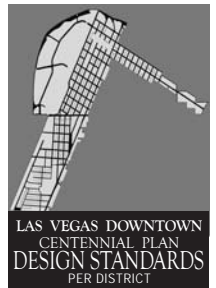
h. Wholesale, Distribution and Storage

i. Utilities, Communications and Transportation

- Transportation Center
- Heliport
- Monorail
- Gasoline Sales Facilities
- Parking Facilities

3. Parking and Related Standards.

a Title 19.10 Parking Standards are not automatically applied.



b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Lot Screening.

Where a parking lot abuts a public street, a 42-inch high decorative fence shall be provided to screen the parking lot from the right-of-way. The design of the screen fence shall be in conformance with the specifications described in Graphic 10.

e. Parking Structures.

Above-grade parking structures shall be set back a minimum of 10 feet from public rights-of-way, except where desirable ground-floor uses such as restaurants, retail, and commercial facilities are incorporated into the first floor of the structure, accessible from and directly facing the public right-of-way. In this case, the setback is not required and the applicable build-to requirements apply. Where the 10-foot setback is required, a landscape buffer shall be provided to screen the structure at the pedestrian level, and shall include 24-inch box shade trees planted at a minimum of 20-feet on center, with a minimum of (4) five-gallon shrubs for each required shade tree. The exterior walls of all parking structures shall be designed to be compatible with the color, texture, detailing, and articulation of the principal building or surrounding buildings. All interior surfaces of parking structures shall be painted with a complimentary color.

f. Temporary Parking Facilities.

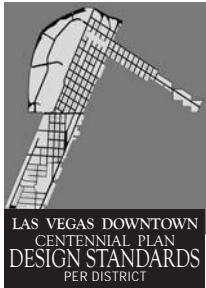
When a development requires a temporary parking lot (up to a maximum of 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan per LVMC 19.18.

g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways in accordance with the requirements of LVMC 19.10. Surface treatments including paving and striping shall be maintained in good condition at all times. Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscape area, street, or alley. Each bumper shall be installed a minimum of two feet from the edge of the sidewalk, landscape area, street or alley. Parking spaces directly adjacent to buildings are discouraged.

h. Parking Lot Landscaping.

A minimum of one shade tree per six parking spaces shall be provided in landscape islands and/or on the perimeter of surface parking lots.



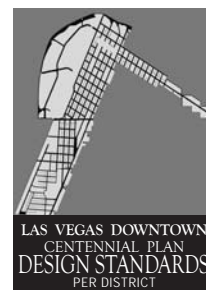
A minimum of 10 square feet of landscape area shall be provided for each surface parking space.

i. Parking Lot Access.

Wherever possible, adjacent parcels requiring access drives shall share a common centrally-located access drive. Wherever a driveway is abandoned, the owner shall remove all drive-way pavement and approach, reinstall the curb and gutter, and landscape the area to match the adjacent landscaping or streetscape.

j. On-Street Valet Parking.

On-Street Valet parking is permitted within the Las Vegas Downtown Centennial Plan area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.



4. Streetscape Standards.

a. Right-of-Way Improvements.

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Major north-south streets (Grand Central Parkway) shall be designed thematically with Deglet-Noor Date Palms or similar type palms as

the primary landscape element. Said trees shall be 25 feet or greater in height to the top of the brown trunk and be spaced at a maximum of 30 feet on center. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees (24-inch box minimum) may be interspersed between the palm trees. All other north-south streets shall only have shade trees (36-inch box minimum), and shall have a minimum spacing of 15 feet on-center and a maximum spacing of 20 feet on-center.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be a minimum 36-inch box, and shall have a minimum spacing of 15 feet on-center and a maximum spacing of 20 feet on-center.

d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10-foot wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

e. Bus Turnouts.

Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

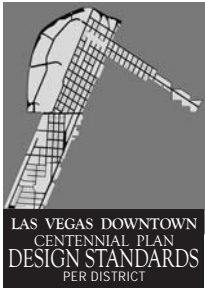
As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

5. Architectural Design Standards.

a. Permitted Exterior Materials.

The exterior materials of all buildings shall contribute to a cohesive physical environment and shall convey a sense of permanence and continuity. Materials and colors shall be consistent with the standards contained herein. The following are permitted exterior building finish materials:

- Stone
- Synthetic or Simulated Stone Products
- Brick, Block or Terra Cotta Masonry



- Finished Metal Systems
- Glass
- Decorative Concrete Masonry Units (CMU)
- Panelized E.I.F.S. (Exterior Insulation and Finish System)
- Tilt-Up Concrete Panel Systems (limited to secondary and flex-space buildings)

For buildings that are five stories or less in height, stone cladding or a stone and glass system shall be used to a height of not less than 15 feet above finished ground level or up to the second story windowsill height, whichever is greater. For buildings over five stories in height, stone cladding or a stone and glass system shall be used to a height of not less than two (2) feet below the third story windowsill.

b. Prohibited Exterior Materials.

The use of the following exterior building material finishes, as the main finish material or where visible from the street or any primary pedestrian routes, shall be prohibited:

- Mirrored glass
- Darkly-tinted glass at ground level
- Wood and asphalt shingles
- Corrugated fiberglass or sheet metal products
- Plastic laminates
- Ceramic tile

c. Glazing.

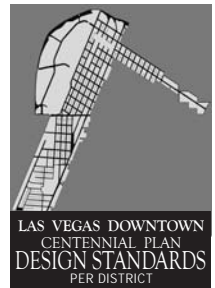
Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of a minimum of 60 percent shall be used on ground floor of structures. The use of high performance glazing is encouraged.

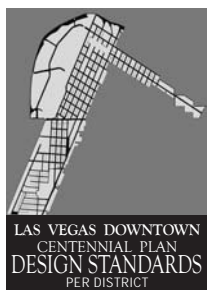
d. Roof and Cornice Design.

Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views. An articulated roofline and/or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and continuous on all sides (Graphic 17).

e. Façade Articulation.

Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expressions zones utilizing materials, colors, and /or relief shall be required in the pedestrian zone





to create visually interesting facades. Building surfaces over 20 feet high or 50 feet in length shall be relieved with a change of wall plane or by other means that provide strong shadow and visual interest (Graphic 18).

f. Shade Structures.

The use of arcades, awnings and canopies on the ground floor of building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.

g. Building Entry.

The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line/ and/or through the use of canopies or awnings, etc. (Graphic 18).

h. Fencing.

Moderate use of decorative metal fencing is allowed provided that it coordinates with the color and architecture of neighborhood buildings. Property screening or fencing using wood or plastic materials is prohibited. Chain link fencing is prohibited except as temporary construction fencing in conjunction with obtaining a temporary construction permit.

i. Retaining Walls.

Retaining walls, as necessary, shall be designed as an extension of the architectural character of the building. When abutting the building directly, retaining walls shall use the same architectural materials. When retaining walls are constructed as independent site elements, alternate surface materials, compatible with the adjacent development, may be proposed within the same color palette.

6. Signage Standards.

a. Applicability.

The design, installation, and maintenance of all signs shall be in full conformance with the requirements of LVMC 19.14, "Sign Standards," as revised and amended, except as otherwise provided herein.

b. General Signage Design Standards.

1. Colors and materials shall be consistent with the surrounding architectural materials.
2. Signs shall be easily read from the pedestrian level. Significant contrast between the background and letter should be used to contribute to the legibility of the information.

3. All freestanding signs shall be placed perpendicular to approaching vehicular traffic for easy visibility. They should be located so that vehicular sight distances around entry drives and intersections are not negatively affected.

c. Permitted Signage.

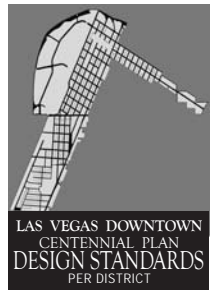
Only the following signs are permitted:

- Freestanding monument signs at entry points into the planned development.
- Existing Interim Billboard Signs, to be removed or architecturally updated with adjacent development.
- Guide signs within the planned development to enhance traffic circulation.
- Modular wall signs, including hanging signs and parapet signs no greater than 50 square feet in area.
- Modular awning signs no greater than 25 square feet in area.
- Public utility signs.
- Animated signs.
- Neon signs.
- Letters and/or copy incorporated into the architectural structure of the building façade, parapet walls, or fascia as part of the architectural expression.

d. Prohibited signage.

The following signs are expressly prohibited in the Parkway Center:

- Temporary A-frame signs.
- Beacon lights.
- Bench signs.
- Changeable copy signs.
- Tethered balloons.
- General advertising signs.
- Magnetic signs.
- No new Off Premise (Billboard) signs
- Portable signs.
- Paper, cloth or plastic streamers.
- Painted signs on display windows with temporary paint.
- Pennants.
- Roof signs.
- Statuary with lettering or graphics.
- Pole signs.
- Painted wall signs.



e. Specific Standards-Building Identification Signs.

All office buildings shall be identified with freestanding monument signs oriented to streets and/or primary pedestrian routes. Identification signs shall clearly display the building's street address at the top and provide space for appropriate recognition of the building's primary tenants. Building identification signs shall be located adjacent to a public right-of-way, and shall comply with all sight visibility requirements at all street intersections and driveways. The sign shall be located no more than 100 feet from the principal building on the site.

f. Specific Standards-Wall Signs.

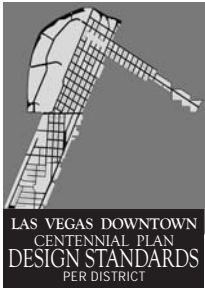
1. All signs shall fit within the architectural frame or sign band of the storefront, or occupy the same square footage to enhance the architectural character of the buildings.
2. The size of any sign shall be consistent with the proportions of the scale of building elements in the façade.
3. All signs should establish a façade rhythm, scale and proportion where not currently existing.
4. All signs should be appropriate in color and texture to the building on which it is placed.
5. No building signs shall be permitted above the bottom of the second floor windowsill. Signs above this height may be allowed for a maximum of two (2) tenants per office building or for the name of a hotel and are limited letter signs, either illuminated or non-illuminated, with one (1) square box sign allowed in which a logo can be illuminated.
6. The identification of each building or store's address is required. A minimum of six-inch high numbers should be used to identify the address. This should be located within ten (10) feet of the main entry, and in conformance with LVMC 13.28.

7. Landscape Standards.**a. Drought Plan.**

All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.

b. General Landscape Design Standards.

A gradation of plant materials shall be planned, progressing from low-maintenance, water conserving plants along streets and primary pedes-



trian routes, to more concentrated planting schemes with more lush plants and more intensive maintenance in public open spaces and near building entrances. Larger landscape areas shall be predominantly low-maintenance, drought-tolerant materials. High-maintenance materials shall be concentrated in areas where pedestrians will frequently come into contact with them, such as at building entrances and public plazas.

c. Minimum Landscape Area.

At Planning & Development Department staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.

d. Plant Coverage.

Trees are required in landscaped areas at the minimum rate of one (1) tree per 500 square feet of landscape area; however, tree spacing shall not exceed 30 feet on center. Trees provided in public rights-of-way do not count towards this requirement. Trees shall be a minimum 36-inch box, and a minimum of four 5-gallon shrubs shall be provided for each required tree.

e. Landscape Maintenance.

All plant materials shall be maintained in good order, and shall receive acceptable levels of professional maintenance per industry standards, including irrigation controls, fertilizer, staking, and pruning, as necessary. Owners shall cause dead or dying plant materials to be replaced within 30 days, with such replacements to match the mature size and caliber of surrounding plant materials.

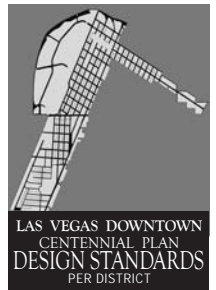
f. Cooperative Maintenance of Public Landscapes.

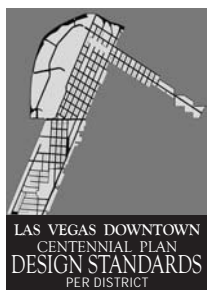
Consideration shall be given to the creation of a landscape maintenance association, special improvement district, or some other organizational tool for the maintenance of common landscape and landscape within rights-of-way.

8. Construction Standards.

a. Noise. The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.

b. Construction Fences. Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:





1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 3. The construction fencing shall be no higher than 12 feet.
 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.
- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
 2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
 3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.

1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

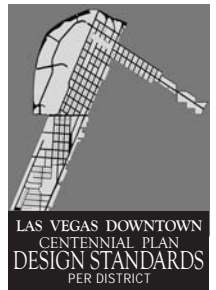
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

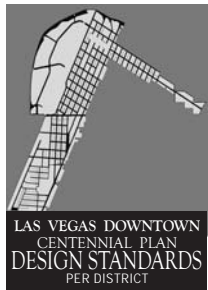
g. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.





MAP 15: CENTRAL CASINO CORE DISTRICT

a Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

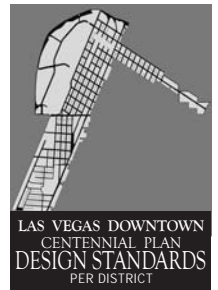
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



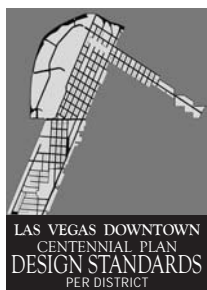
h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping/streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

**4. Streetscape Standards.****a. Right-of-Way Improvements.**

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals.

d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

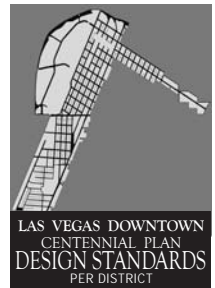
e. Bus Turnouts.

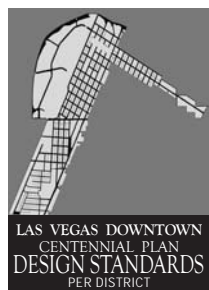
Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

5. Architectural Design Standards.

- a. Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b. An articulated roofline and/or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c. Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and/or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 18).





- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and/or through the use of canopies or awnings, etc. (Graphic 18).
- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.

6. Signage Standards.

- a. The design, installation, and maintenance of all signs shall be in full conformance with current Title 19.14, Sign Standards as revised and amended, except where Title 19.06.100, the Downtown Casino Overlay District applies.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District.
- c. All signage subject to review and approval by the Downtown Design Review Committee.

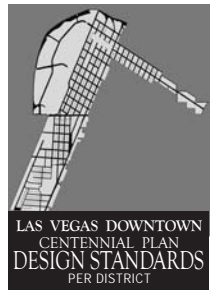
7. Landscape Standards.

- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.

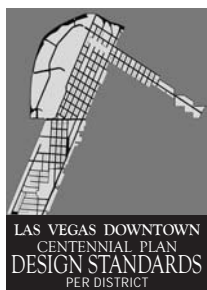
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in it's landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:
 - 1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.



4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.
- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
 2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
 3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



1. Site Planning Standards.

a. **Setbacks.**

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement. Industrial zoned properties are exempt from this requirement.

A required fifteen foot (15') setback from back of curb will include a ten foot (10') wide sidewalk and a five foot (5') wide landscaped strip in front of wall / fence.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. **Lot Coverage.**

Lot coverage shall be limited only by setback requirements.

c. **Height.**

Height limits are not automatically applied as called for in Title 19.08.

d. **Service Area.**

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. **Utilities.**

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project.

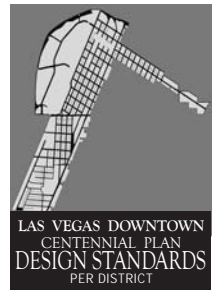
All power lines shall be located underground from the nearest street access to the project site.

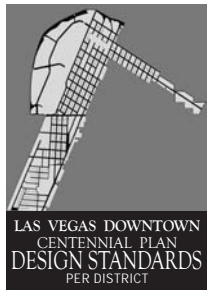
f. **Alleys.**

Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

g. **Encroachments.**

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.





MAP 16: NORTHERN STRIP GATEWAY DISTRICT

h. Walls and Fences.

Decorative eight foot (8') solid block walls are permitted on all sides, to include 20% contrasting material. When such walls are adjacent to a public street a three foot (3') wide landscape strip is required, utilizing clustered three to five (3-5) gallon shrubs and one 15-gallon decorative tree every 20 feet.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.

3. Parking and Related Standards.

a Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

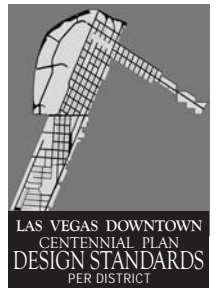
Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.



Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.

h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping/streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

4. Streetscape Standards.

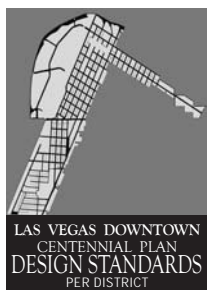
a. Right-of-Way Improvements.

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12), except in M and C-M zoned areas where a five foot wide sidewalk with a five foot wide amenity area may be permitted.

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.



Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals.

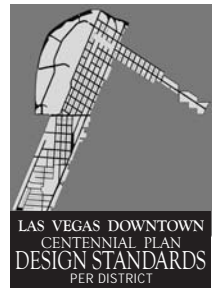
d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

e. Bus Turnouts.

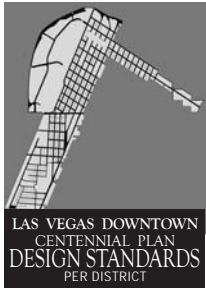
Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.



5. Architectural Design Standards.

- a. Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b. An articulated roofline and/or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c. Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and/or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 18).
- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and/or through the use of canopies or awnings, etc. (Graphic 18).
- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.



6. Signage Standards.

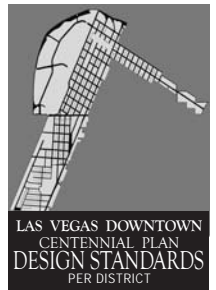
- a. The design, installation, and maintenance of all signs shall be in full conformance with current Title 19.14, Sign Standards as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District, and shall be reviewed by the Downtown Design Review Committee.

7. Landscape Standards.

- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in its landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

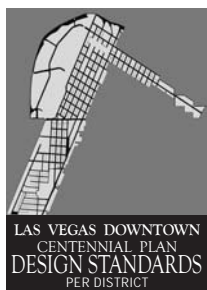
8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements



listed in Title 19.18.100, “Temporary Commercial Permit.” In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:

1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 3. The construction fencing shall be no higher than 12 feet.
 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City traffic engineer.
- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
 2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
 3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

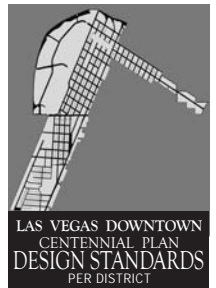
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

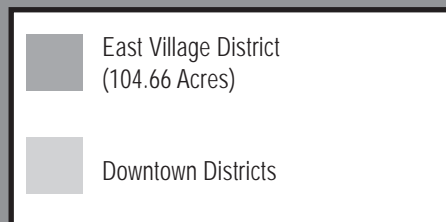
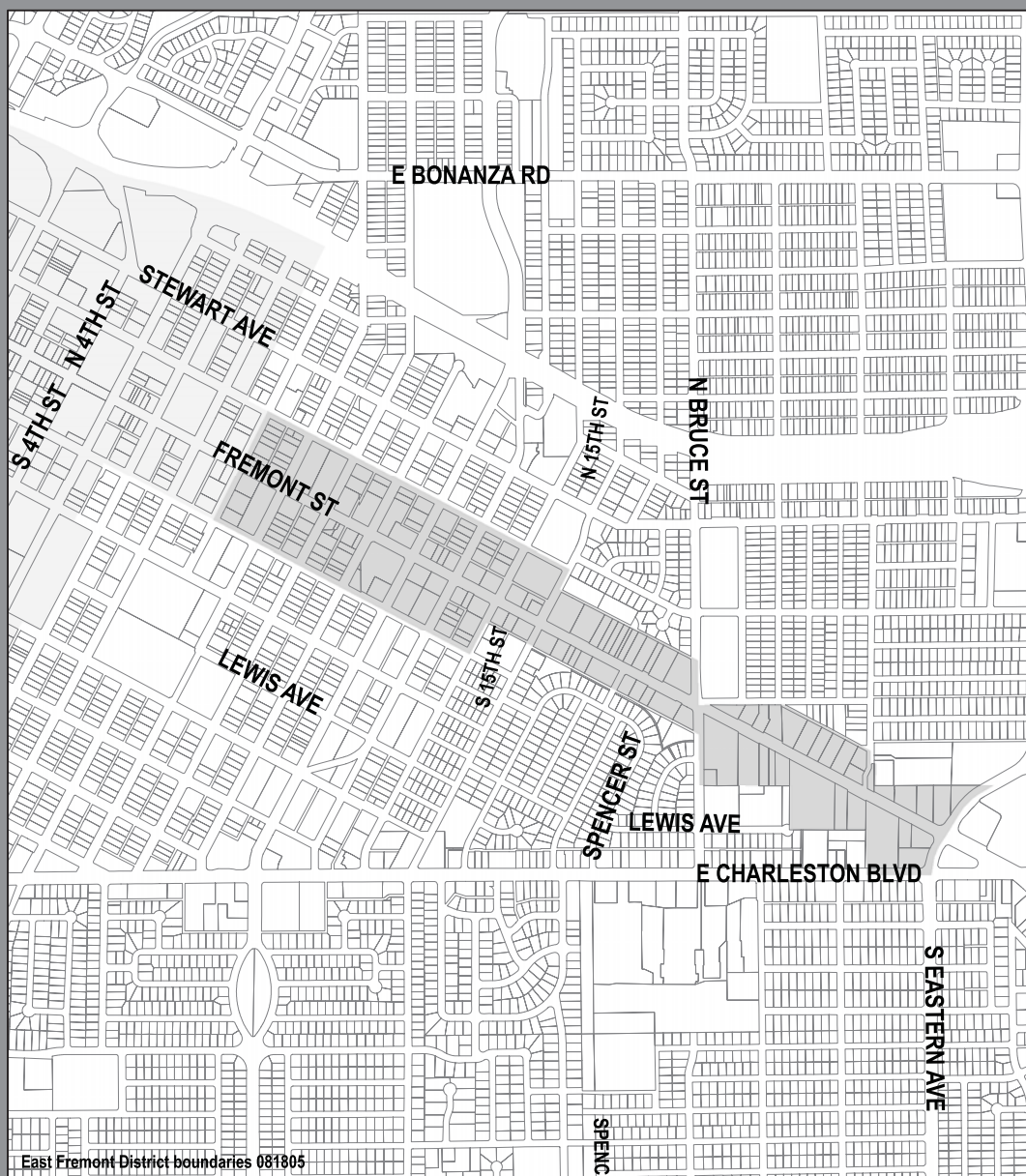
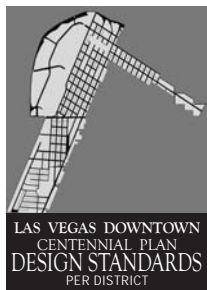
g. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.





MAP 17: EAST VILLAGE DISTRICT

3. Parking and Related Standards.

a. Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and /or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and /or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and /or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

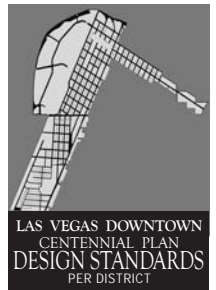
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and /or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



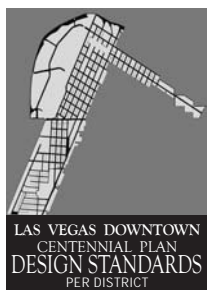
h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping/streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

**4. Streetscape Standards.****a. Right-of-Way Improvements.**

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. East-West Streets.

Fremont Street shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals.

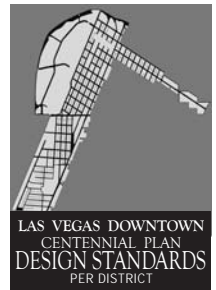
c. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

d. Bus Turnouts.

Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

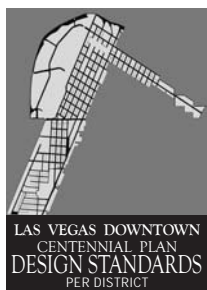
As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

**5. Architectural Design Standards.**

- a. Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b. An articulated roofline and/or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c. Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and/or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 18).
- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount

of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and/or through the use of canopies or awnings, etc. (Graphic 18).

- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.



6. Signage Standards.

- a. The design, installation, and maintenance of all signs shall be in full conformance with current Title 19.14, Sign Standards as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District, and shall be reviewed by the Downtown Design Review Committee.

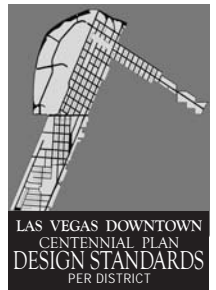
7. Landscape Standards.

- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.
- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in its landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.

- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

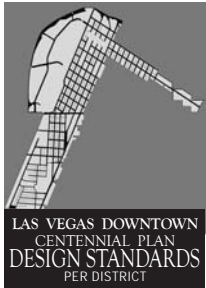
8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:
 - 1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.
 - 4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City traffic engineer.



c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:

1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.



1. Site Planning Standards.

a. Setbacks.

Front: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Corner Side: 70% of the first story façade shall align along the front property line. Arcades, shade structures, or civic amenities such as plazas and courtyards may satisfy this requirement.

Side: No side yard setback is required.

Rear: No rear yard setback is required.

b. Lot Coverage.

Lot coverage shall be limited only by setback requirements.

c. Height.

Height limits are not automatically applied as called for in Title 19.08.

d. Service Area.

Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, etc.) shall orient away and be screened from public view.

e. Utilities.

Utility vaults shall be located underground for all new developments. Ideally, these will be incorporated within the building footprint. In no case shall they be located along the street frontage of the project. All power lines shall be located underground from the nearest street access to the project site.

f. Alleys.

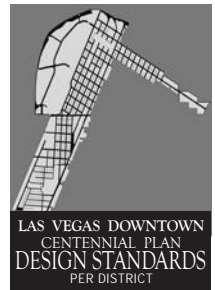
Alleys that are not abandoned with new development shall be redeveloped to conform to the standard alleyway treatment (Graphic 8).

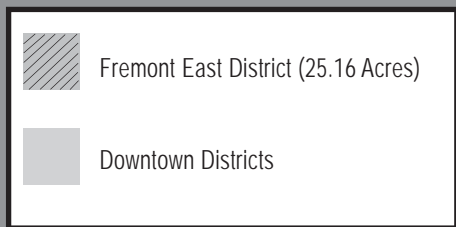
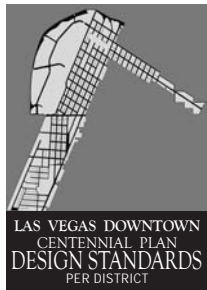
g. Encroachments.

No building encroachments are permitted. No vacations of the street right-of-way shall be permitted for expanding the building footprint.

2. Permitted Uses.

Per Title 19.04.010 Land Use Table.





MAP 18: FREMONT EAST DISTRICT

3. Parking and Related Standards.

a. Title 19.10 Parking Standards are not automatically applied.

b. Handicapped Parking.

Per Title 19.10(G).

c. Loading.

Per Title 19.10.020 Loading Standards are not automatically applied.

d. Parking Screening.

When parking lots face public streets, ornamental screen and landscaping shall be incorporated (Graphic 10).

e. Parking Structures.

Parking structures shall have ground level retail, office and/or restaurant space incorporated into the design of the structure on all frontages. Such structures shall have no front or corner side setback (Graphic 11).

Exterior walls of all parking structures shall be designed as part of the architectural form of the primary and/or the surrounding buildings and shall incorporate the same materials, finishes and proportions of the primary building.

Where parking structures do not incorporate ground level retail, office and/or restaurant space then a ten-foot landscaped setback is required. Said setback shall have sufficient enough landscaping as to block the parking structure from view at the pedestrian level.

f. Temporary Parking.

When a development requires a temporary parking lot (up to 36 months), a solid parking surface and streetscape amenities are required, but the interior landscaping requirements may be waived by filing a Minor Review of Site Development Plan {Title 19.18.050F(2)}.

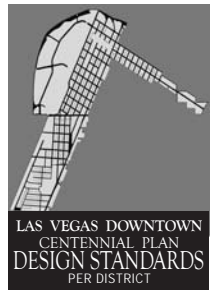
g. Parking Lot Development Standards.

All off-street surface parking lots shall be paved and include access aisles and driveways. Surface treatments including paving and striping shall be maintained in good condition at all times.

Surface parking lots shall provide a minimum of one shade tree for every six spaces in landscaped islands and/or on the perimeter of the lot. A minimum of ten square feet of landscaped surface area must be provided for each parking space.

Bumpers or tire stops shall be provided for all parking stalls heading into a sidewalk, landscaped area, street, or alley. Each shall be installed at a minimum of two-feet from the beginning of said sidewalk, landscaped area, street, or alley.

Parking spaces directly adjacent to buildings are discouraged.



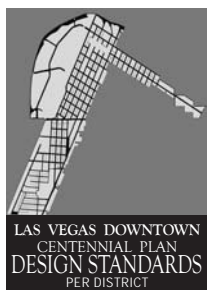
h. Parking Lot Access.

When possible, adjacent parcels requiring access drives shall share a common centrally located access drive.

Wherever a driveway is abandoned, the owner shall remove all driveway pavement and approach, re-install curb and gutter, and landscape the area to match the adjacent landscaping/streetscape.

i. On-Street Valet Parking.

On-Street Valet parking is permitted within the Centennial Planning area. Requests for an on-street valet parking permit must be made in writing and shall be accompanied by a filing fee to the City Traffic Engineer. A right-of-way usage fee may also apply. The City Traffic Engineer is solely responsible for issuing on-street valet permits with conditions that are in the best interest of the City and the general safety of the public.

**4. Streetscape Standards.****a. Right-of-Way Improvements.**

All streets shall have a five foot amenity zone and a 10 foot wide, unobstructed sidewalk (Graphic 12).

The surface of the sidewalk should appear as a consistent pattern. At the corners, the sidewalk must ramp down to provide for handicapped access and have stamped pattern concrete (Graphic 13).

The entire 10-foot width of public right-of-way sidewalks shall not exceed a 2 percent slope.

All new developments shall provide and install light fixtures, benches, trash receptacles and tree grates in accordance with the Las Vegas Downtown Centennial Plan area models and specifications. Placement and spacing of light fixtures shall be as directed by Public Works.

Supporting landscape and streetscape improvements shall be incorporated into the streetscape design including lighting, and other landscape elements such as freestanding planters, planter boxes and hanging baskets.

Streetlights and decorative pedestrian lights shall be incorporated into any new streetscape improvements per district standards. Overhead lights must provide the ambient light necessary for safety and traffic operations and must meet City of Las Vegas Department of Public Works standards. Pedestrian lights should be placed in a clear geometric pattern with regular spacing to add a sense of order to the street. Roadway lighting shall be installed per the Public Works approved standards.

b. North-South Streets.

Shall be designed thematically with Deglet-Noor Date Palms or similar type palms as the primary landscape element. Said trees shall be 25 feet or greater in height and be spaced at 30-foot increments. Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees may be provided between the palm trees. Said trees shall be 36-inch box trees.

c. East-West Streets.

East-west streets shall be designed thematically with Southern Live Oak, Shoestring Acacia, African Sumac, Ash and Pistache shade trees as the primary landscape element. Said trees shall be 36-inch box trees at 15 to 20 feet intervals.

d. Flood Control Development Standards.

When the finished floor elevation of the ground floor of a building must be raised above the grade of the adjacent public sidewalk due to flood control purposes, any stairs or ramps to the new finished floor elevation must be accommodated on private property and not within the public right-of-way in order to maintain a consistent 10' feet wide public sidewalk. Said stairs or ramps should be accommodated within an exterior arcade or similar architectural feature (Graphic 12).

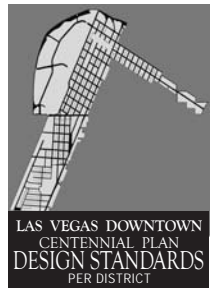
e. Bus Turnouts.

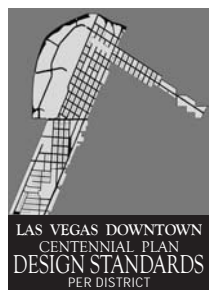
Charter bus drop-off areas shall be provided in close proximity to the entrances of newly constructed hotels. Parking for buses shall be accommodated off-site or in a remote, non-obtrusive location so as not to interfere with the normal flow of traffic.

As appropriate, public bus turnouts shall be required to accommodate bus stops outside existing travel lanes as required by Public Works.

5. Architectural Design Standards.

- a. Roofs and rooftops shall be designed with consideration to views from above. No highly reflective materials or contrasting colors shall be used. All mechanical equipment shall be screened from street level and surrounding building views.
- b. An articulated roofline and/or an articulated cornice shall be designed as a major feature at or near the top of all new buildings and be continuous on all sides (Graphic 17).
- c. Extended, blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and/or relief shall be required in the pedestrian zone to create visually interesting facades (Graphic 18).





- d. The use of arcades, awnings and canopies on the ground floor of a building is required unless waived by City Council as part of a site development plan review. An encroachment agreement with Public Works is required.
- e. The main entry of the building from the street shall be appropriately articulated in the architectural design of the building. This shall be accomplished through change in materials, colors, and/or the amount of detailing around the entry; having the entry slightly recessed or protruding from the primary building line; and/or through the use of canopies or awnings, etc. (Graphic 18).
- f. Reflective or tinted glass shall not exceed 60 percent of the overall exterior enclosure of any building. Reflectivity of any glass shall not exceed 22 percent reflectivity index. Only non-reflective clear glass or non-reflective tinted glass with a visible light transmittance of about 60 percent shall be used on ground floors in all pedestrian-oriented areas.
- g. Architectural details shall be carried on all sides of a building.

6. Signage Standards.

- a. The design, installation, and maintenance of all signs shall be in full conformance with current Title 19.06.100, Downtown Casino Overlay District as revised and amended.
- b. Signage for parcels adjacent to Las Vegas Boulevard shall be in full conformance with Title 19.06.140, Scenic Byway Overlay District.
- c. All signage subject to review and approval by the Downtown Design Review Committee.

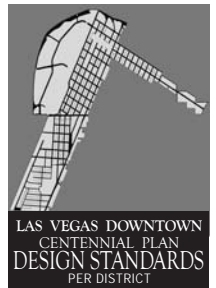
7. Landscape Standards.

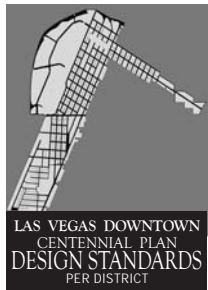
- a. All landscape plans must comply with the City of Las Vegas Municipal Code Chapter 14.11 Drought Plan. Where landscape standards differ in the Las Vegas Downtown Centennial Plan then Chapter 14.11 will prevail.
- b. Landscape and irrigation plans may be combined on the same drawing with required Site Development Plan when lot coverage allows for perimeter landscaping.
- c. At Staff's direction, perimeter landscaping may be required depending on the design of the project and its relationship to the lot and/or the surrounding area.

- d. Where perimeter landscape is required, the minimum requirement will be one 24" boxed tree every 20 feet on center with four (5) gallon shrubs per each required tree.
- e. Ground covers shall be installed in all landscaped areas. Non-vegetative ground covers shall include, but not be limited to, rocks and small stones, and crushed rock to a minimum depth of two inches in all areas.
- f. When a project is proposed with turf in it's landscape design it will be limited to a maximum of 25% of total landscaped area for commercial and industrial projects and a maximum of 30% for a multi-family project.
- g. The clustering of plant material into groups of three or more plants is encouraged.
- h. All landscape and irrigation plans shall be prepared and stamped by a registered Architect, Landscape Architect, Residential Designer or Civil Engineer.
- i. The owner, developer and occupant of the property are jointly and severally responsible for maintaining or assuring the ongoing maintenance of installed landscaping so that the landscaping continues to thrive.
- j. All landscape located within the public right-of-way shall have an encroachment agreement from Public Works prior to installation.

8. Construction Standards.

- a. **Noise.** The entire Las Vegas Downtown Centennial Plan area shall be considered a commercial use district as related to the noise ordinance, per Title 9.16.
- b. **Construction Fences.** Construction fences within the Las Vegas Downtown Centennial Plan area shall be subject to the requirements listed in Title 19.18.100, "Temporary Commercial Permit." In addition to the requirements listed in Title 19.18.100, the following standards shall also apply:
 - 1. Any exposed plywood utilized for construction fencing shall be painted. Where chain link fencing is utilized, a privacy screen shall be utilized so as to screen and protect passersby from the construction activities.
 - 2. The construction fencing shall not be allowed to encroach public rights-of-way, except as otherwise approved by the City Traffic Engineer or designee.
 - 3. The construction fencing shall be no higher than 12 feet.



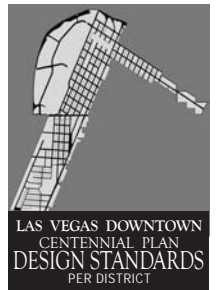


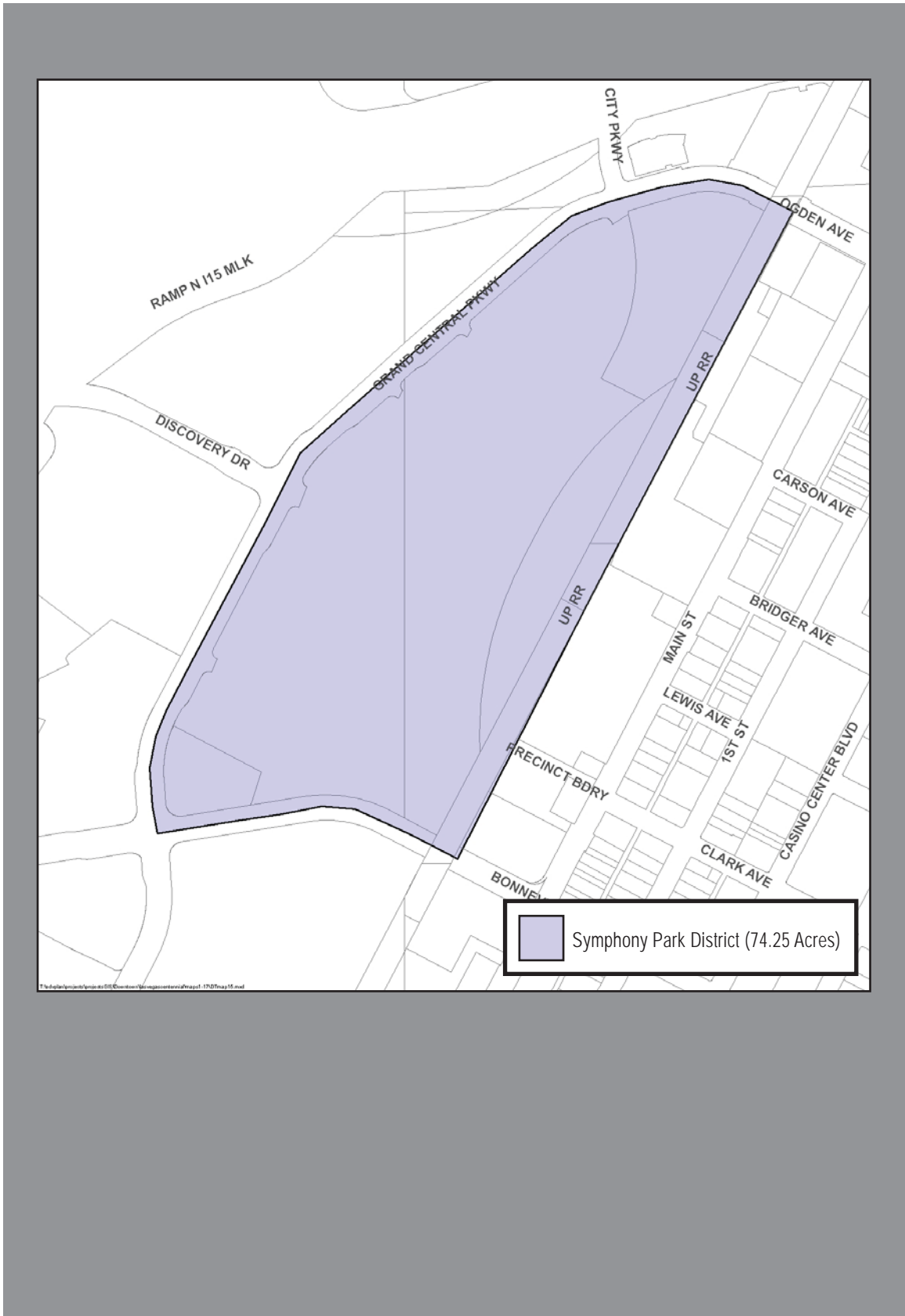
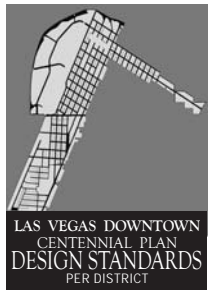
4. Plywood fencing with a canopy over the sidewalk providing a covered walkway shall be required wherever multi-level construction is occurring adjacent to the sidewalk. These covered walkways must be designed per International Building Code Chapter 33, Section 3306 and permitted through the Building Department. Sidewalk closures with pedestrian detouring will not be permitted in lieu of the walkway canopy unless authorized by the City Traffic Engineer.
- c. **Construction and Real Estate Signs.** Permits for construction and real estate signs shall be issued in accordance with Title 19.14. In addition, the following standards shall apply:
1. Construction signs shall be located on the same site as the approved development, or on the same site as an approved construction yard for that specific development. Real estate signs may be located on the same site as the approved development, or on the same site as an approved Temporary Real Estate Sales Office where allowed.
 2. Complimentary directional signage is permitted only for businesses that are directly affected by the new project.
 3. Construction and real estate signs may be located directly on construction fencing. In such cases, the minimum setback requirements, maximum area requirements, minimum clearance requirements, and maximum number requirements shall not be automatically applied. Such signage shall be issued via the subdivision development sales signs, a temporary sign permit for up to 24 months. Freestanding construction and real estate signs shall be subject to the requirements listed in Title 19.14.090.

J: SYMPHONY PARK DISTRICT (MAP 19).

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For design standards, please refer to Symphony Park Design Standards Manual dated October 23, 2006, adopted by Ordinance 5875 and passed by City Council on January 3, 2007.





MAP 19: SYMPHONY PARK DISTRICT

A. STREETS AND INTERSECTIONS

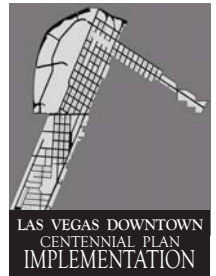
1. Purpose.

The existing grid of streets shall be preserved as it assists with the dispersal of traffic in a densely-built urban area. Wherever street closures are approved, pedestrian streets or project driveways shall be provided to continue the grid pattern of the downtown street network.

2. Requirements.

The Central Transportation/ Access Plan (Map 9) illustrates the primary vehicular network considerations for the Central Core area of downtown. Graphics 6 and 8 provide a cross section view of the typical street layout for downtown. Of particular note are the following strategies:

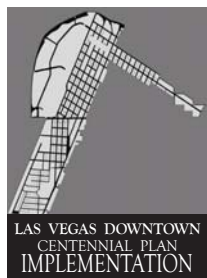
- a. Keep street closures to a minimum where possible.
- b. Incorporate the proposed BRT and fixed guideway transit system along Casino Center north of Charleston Boulevard and Third Street south of Charleston with stations near Fremont Street Experience, Bonneville Street and Charleston Boulevard.
- c. Establish shared parking structures to provide the opportunity of common shared facilities that generate pedestrian movement between parking and land uses.
- d. Boulder Street will be closed to vehicular traffic and become a pedestrian-only public plaza featuring public art.
- e. First Street will be reduced to one lane in each direction. Sidewalk shall be ten (10) feet wide with chokers located at all intersections, not including the five foot (5') amenity area. Parking will be parallel on both sides of the street (Graphic 5).
- f. The Regional Transportation Commission has proposed a Bus Rapid Transit (BRT) route and fixed guideway rail system for downtown to be implemented in the near future (Map 10). Additional right-of-way may be required along the route.
- g. Landscaping and streetscape is required along all city streets (see district design standards).
- h. To permit the required 10-foot sidewalk and five-foot amenity area all buildings shall be set back five feet from the property line along:
 - 1) Both sides of Casino Center Boulevard between Charleston Boulevard and Ogden Avenue.



- 2) Both sides of Third Street between Charleston Boulevard and Imperial Avenue.

3. Issues.

Unlike suburban areas where additional right-of-way easements can be obtained to accommodate increased traffic capacity, the existing street right-of-way widths in the downtown area will be maintained to preserve the existing grid and build-to line along street frontages. Traffic capacity issues will need to be addressed through transit opportunities or enhanced pedestrian facilities.



B. STREETSCAPE AND RIGHT-OF-WAY.

1. Purpose.

To provide adequate sidewalks within the downtown core.

2. Requirements.

- a. Sidewalks within the core of the Downtown Centennial Plan area shall have a minimum width of 10 feet in order to encourage and support safe pedestrian circulation in the downtown area.
- b. The sidewalk width may be reduced to five feet within industrial areas where fewer pedestrians are anticipated.
- c. Amenity zones shall be located between the back of curb and the sidewalk to serve as a buffer between pedestrians and traffic.
- d. Landscape materials and street furniture shall be consistent throughout the downtown area so as to contribute to a cohesive streetscape environment.
- e. Sidewalks shall not exceed a 2 percent slope.
- f. At all corners, the sidewalk must ramp down to provide for handicapped access and have stamped concrete.
- g. Sidewalk surfaces shall appear as a consistent pattern.

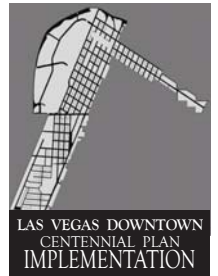
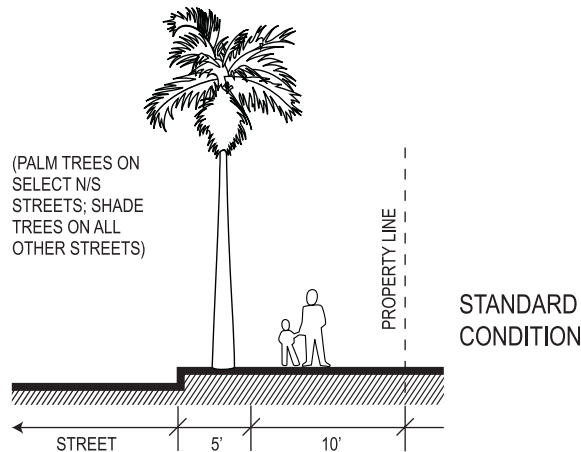
3. Issues.

- a. In some cases, where there is not enough right-of-way width to accommodate the requirements, easements may be necessary.
- b. Installation of landscaping may conflict with existing above and/or below-ground utilities.

4. Cross Sections.

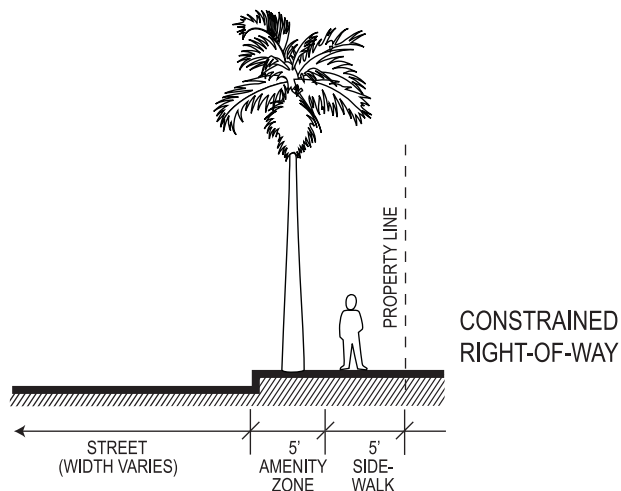
- a. **Standard Condition.** The standard streetscape condition in the Downtown Centennial Plan area calls for a 10-foot wide sidewalk, with a five-foot wide amenity zone located between the back of curb and the sidewalk.

GRAPHIC 19: STANDARD CONDITION CROSS SECTION



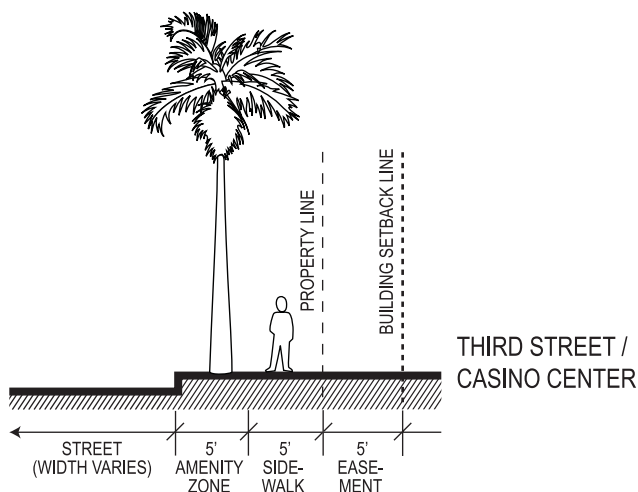
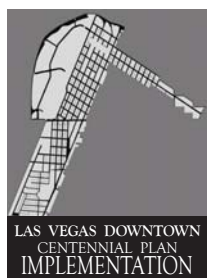
- b. **Constrained Right-of-Way.** Las Vegas Boulevard, and other rights-of-way as may be identified by the Public Works Department, do not have adequate right-of-way to allow for the full sidewalk and amenity zone as required by the Downtown Centennial Plan. A reduction of the sidewalk to five feet in width is permissible, subject to the approval of a Waiver as part of a Site Development Plan Review application, except in industrial zoned areas where no waiver is needed.

GRAPHIC 20: CONSTRAINED RIGHT-OF-WAY CROSS SECTION



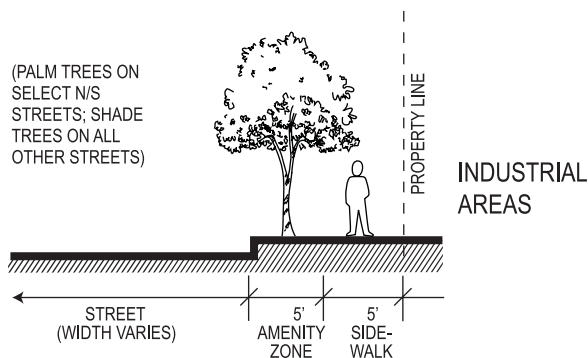
- c. **Third Street/Casino Center.** Due to the right-of-way required for the Bus Rapid Transit (BRT) route along Third Street and Casino Center Boulevard, buildings shall be set back five feet from the front property line to allow for additional pedestrian circulation area.

GRAPHIC 21: THIRD STREET / CASINO CENTER CROSS SECTION



- d. **Northern Strip Gateway/Downtown South.** Portions of the Northern Strip Gateway and Downtown South districts encompass light industrial areas, which generates less pedestrian traffic than retail and office uses. Consequently, sidewalk width in these areas may be reduced to five feet in width, without a waiver.

GRAPHIC 22: INDUSTRIAL AREAS CROSS SECTION



5. **Bus Turnout and Bus Shelters.**

- a. Bus turnouts and bus shelters may be required by the Regional Transportation Commission (RTC), which may impact the design of the streetscape area.
- b. Specifications for bus turnouts and bus shelters can be found on the RTC website at:
www.rtcsonthernnevada.com/mpo/streets/Files/StreetsOther/BusStopGuide.pdf

C. UTILITIES.

1. **Purpose.**

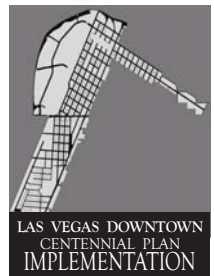
Utilities, including all above-ground appurtenances and power lines, shall not be visible from public rights-of-way. Sidewalk areas and landscape amenity zones shall be free from utility equipment. The majority of the building frontage at the public sidewalk shall be occupied by commercial storefronts, rather than being a location for utility equipment.

2. **Requirements.**

- a. Utility vaults shall be located underground for all new developments.
- b. Utility vaults must be incorporated within the building footprint.
- c. Utility vaults shall not be located along the street frontage.
- d. All power lines shall be located underground from the nearest street access to the project site.
- e. All mechanical equipment shall be screened from street level and surrounding building views.
- f. Transformers shall be located within a building, or located within a screened area accessible from an alley. In no case shall they be located along a street frontage line.

3. **Issues.**

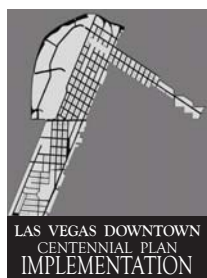
- a. There is little local precedent for utility companies to screen or place equipment underground.
- b. It is difficult for a single property owner to place overhead power lines underground, unless they control an entire block. Refer to Threshold Requirements section for details.



D. SITE DEVELOPMENT PLAN REVIEW APPLICATION.

In order to avoid delays in the permitting process, accurate streetscape information must be included on all drawings submitted in conjunction with a Site Development Review (SDR) application. The following information needs to be documented prior to submitting an SDR application:

- a. Verify the location of any existing utilities (either above or below grade) that may conflict with the streetscape treatment. It is the responsibility of the property owner to relocate conflicting utilities so that a consistent streetscape treatment may be installed.
- b. Verify the location of the existing curb line relative to the private property line in order to determine if there is adequate width to develop the required streetscape.



E. CIVIL PLAN SUBMITTALS.

The following information shall be provided as part of the civil plan submittal:

- a. Sidewalk areas and amenity zones need to be labeled and dimensioned on the civil drawings, and shall be consistent with the plans submitted with the approved SDR application.
- b. Any existing utilities that need to be relocated due to conflicts with the streetscape shall be shown on the civil drawings.
- c. Street light fixture locations and specifications shall be shown on the civil drawings.

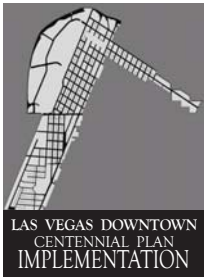
F. WAIVERS.

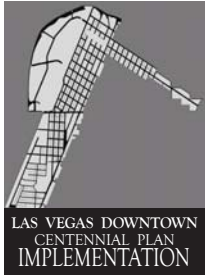
Please note the following regarding waivers from the streetscape requirements:

- a. Waivers from the streetscape standards may only be granted by the City Council as part of a Site Development Plan Review (SDR) application in accordance with the requirements listed in the Downtown Centennial Plan. City staff cannot grant waivers.
- b. Waivers cannot be requested when submitting civil drawings or construction documents.
- c. Waivers must be requested even if the reason for the waiver is due to existing conditions or requirements stipulated by other agencies (RTC, NDOT, etc.).
- d. In all cases, the proposed streetscape shall conform as closely as possible to the Downtown Centennial Plan standard so as to provide a consistent environment throughout downtown.

G. THRESHOLD REQUIREMENTS.

In order to use the Threshold requirements table, find the definition that most closely describes your project. Once this is done, follow the table across in the chosen category to find out what the entitlement process will entail.





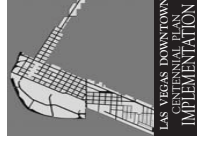
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TABLE 1: DOWNTOWN CENTENNIAL PLAN AREA – THRESHOLD REQUIREMENTS (REVISED 11/24/08)

Definition	Approval Process	Streetscape Requirements	Civil Improvements/ Utilities	Parking Requirements	Relationship to Other Agreements
<ul style="list-style-type: none"> Modification to the type of business activity Facade Improvement Interior remodel (no Net Floor Area expansion to existing structure) Fire/Life Safety or ADA accessibility upgrades Signage 	<ul style="list-style-type: none"> Building Permit Business License Special Use Permit (if required) Encroachment Permit (if required) Fire Permit (if required) DDRC approval - signage 	<ul style="list-style-type: none"> Streetscape – No Lot Landscaping – No 	<ul style="list-style-type: none"> Civil Plans – May be required if new use requires upgraded utilities or Fire/Life Safety improvements Utilities underground – No 	<ul style="list-style-type: none"> No additional parking required; upgrade handicap spaces to federal standards only 	<ul style="list-style-type: none"> VIP participants: All discretionary approvals for improvements must be secured prior to City Council consideration
Change of use/ Interior remodel/ facade rehab					
<ul style="list-style-type: none"> Modification to an existing structure resulting in Net Floor Area expansion not to exceed 10% or 5,000 SF (whichever is less) of floor area of the existing structure 	<ul style="list-style-type: none"> Building Permit Business License Special Use Permit (if required) Encroachment Permit (if required) Fire Permit (if required) Flood Control Review – finish floor elevation 	<ul style="list-style-type: none"> Streetscape – Not required; Covenant Running with Land agreement required to obtain property owner's consent for future Streetscape improvements Lot Landscaping – No 	<ul style="list-style-type: none"> Civil Plans – May be required if new use requires upgraded utilities or fire/life safety improvements Utilities underground – Not required; Covenant Running with Land agreement required to obtain property owner's consent for future improvements 	<ul style="list-style-type: none"> No additional parking required; upgrade handicap spaces to federal standards only 	<ul style="list-style-type: none"> VIP participants: All discretionary approvals for improvements must be secured prior to City Council consideration All covenants must be signed and approved prior to issuance of building permit TIF agreements must delineate responsibility for all off-site improvements (non-waivable)
Building Expansion (T1):					
<ul style="list-style-type: none"> Modification to an existing structure resulting in Net Floor Area expansion exceeding 10% or 5,000 SF (whichever is less) of floor area of the existing structure 	<ul style="list-style-type: none"> Site Development Plan Review (SDR) application Building Permit Business License Special Use Permit (if required) Encroachment Permit (if required) Fire Permit Flood Control Review – finish floor elevation 	<ul style="list-style-type: none"> Majority block frontage (over 50%) – All improvements required Partial block frontage (50% or less) – Covenant Running with Land agreement required to obtain property owner's consent for future improvements 	<ul style="list-style-type: none"> Majority block frontage (over 50%) – Underground utilities required Partial block frontage (50% or less) – Covenant Running with Land agreement required to obtain property owner's consent for future improvements 	<ul style="list-style-type: none"> Refer to Downtown Centennial Plan for parking requirements to address additional square footage 	<ul style="list-style-type: none"> VIP participants: All discretionary approvals for improvements must be secured prior to City Council consideration All covenants must be signed and approved prior to issuance of building permit TIF agreements must delineate responsibility for all off-site improvements (non-waivable)
Building Expansion (T2):					
<ul style="list-style-type: none"> Modification to the type Development of new principal structure on-site 	<ul style="list-style-type: none"> Site Development Plan Review (SDR) application Building Permit Business License Special Use Permit (if required) Encroachment Permit (if required) Fire Permit Flood Control Review – finish floor elevation 	<ul style="list-style-type: none"> Majority block frontage (over 50%) – All improvements required Partial block frontage (50% or less) – any streetscape not implemented due to existing conditions will require a Covenant Running with Land to obtain property owner's consent for future improvements 	<ul style="list-style-type: none"> Majority block frontage (over 50%) – underground utilities required Partial block frontage (50% or less) – underground not implemented due to existing conditions will require a Covenant Running with Land to obtain property owner's consent for future improvements 	<ul style="list-style-type: none"> Refer to Downtown Centennial Plan for parking requirements 	<ul style="list-style-type: none"> VIP participants: All discretionary approvals for improvements must be secured prior to City Council consideration All covenants must be signed and approved prior to issuance of building permit TIF agreements must delineate responsibility for all off-site improvements (non-waivable)
New Development					

1. A Traffic Impact Analysis will be required for all development that increases traffic trips by 100 vehicles/hour.

2. A Technical Drainage Study will be required for all development or site disturbance of 2 acres or greater or within a FEMA regulated flood zone.





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